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High Water—8.00 p.m.
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THE SILVER ANNIVERSARY
BUICK.

ON SHOW
TO-DAY

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1846 or 1847.
33 Wong Nei Chung Road, Happy Valley.

MOTOR "TOOTING" NUISANCE.

NEW REGULATION ISSUED.

PLACES WHERE CARS MAY BE LEFT UNATTENDED.

RULES AMENDED.

Extensive amendments of the traffic regulations are contained in the current issue of the *Gazette*, and among the changes being made is a regulation to prevent unnecessary "tooting" of motor horns, and the opening of Lee House Street to two-way traffic. It is laid down that, except as provided in the new regulations, drivers may not leave vehicles unattended in any road or public place. Details are given of places where private motor-cars may be left unattended, whilst stands for cars and taxicabs are specified. In Hongkong, there are ten stands for private vehicles, in the Hill District three, and in Kowloon six. There are four stands for public motor-cars, other than taxis, in Hongkong, whilst the taxi stands number twelve for Hongkong and five for Kowloon. Details as far as they concern private cars will be found below.

"Tooting" Evil.

The new regulation to deal with the "tooting" nuisance reads:—"A driver shall not use a horn, bell, or other form of sound-signal unnecessarily or in a manner calculated to cause public annoyance. Another interesting regulation gives the Captain Superintendent of Police discretion to limit at any time, and from time to time, the number of licences to be issued for any class of public vehicle.

Prior Right of Way.

It is laid down that drivers must produce their licences for inspection when called upon to do so by a police officer in uniform; and a further regulation is to the effect that a driver shall immediately draw in to the side of the roadway and stop near a vehicle or motor ambulance approaching.

The previous regulation No. 54 has been rescinded. The effect of this is to remove the prohibition of "downward" motor traffic in Lee House Street south of Queen's Road Central.

Amongst the roads closed to motor traffic are Conduit Road, up from Robinson Road by Glenelg and down under the bridge above Castle Road; Lee House Street between Des Voeux Road Central and Queen's Road Central between the hours of 6 p.m. and 8.30 a.m.; and Hollywood Road to traffic proceeding in a westerly direction.

For Private Cars.

Places at which private motor vehicles may be left unattended are:

1. (A) City Hall Square, when no entertainment is in progress.
- (B) Queen's Road Central, south side opposite the City Hall, when an entertainment is in progress in the City Hall.
2. Duddell Street, west side.
3. Douglas Street, west side.
4. Connaught Road Central, centre of roadway east of Star Ferry.
5. Connaught Road Central, centre of roadway between Jackson Road and Murray Road.
6. Chater Road, centre of the roadway from a white line drawn across the centre of the roadway opposite the premises of Messrs. Kelly and Walsh, Limited, to the junction of Lee House Street.
7. Chater Road, centre of roadway between Jackson Road and Murray Road.
8. Jackson Road, between Des Voeux Road Central and Connaught Road Central.

Western District.

9. Chung Sing Street.
10. South Lane, west of Shek Tong Tsui Market.
11. Hill Road, centre of roadway between Des Voeux Road West and Queen's Road West.

Eastern District.

12. Sharp Street East.
13. Matheson Street, west side.
14. Landale Street, west side.
15. Anton Street, west side.
16. Race Course Public entrance.

(Continued on Page 9.)

THE CUNARD LINE AMBITION.

TO BUILD FASTEST LINER IN THE WORLD.

BIG ORDER EXPECTED.

London, Oct. 26. It is understood an announcement will be made very shortly by the Cunard Company regarding its plans for building a new liner to meet the competition of the White Star giant 60,000-ton ship now being built and the new German liners, Europe and Bremen.

The Cunard directors have delayed placing an order for a new liner until they were in a position to judge fully the competition they will have to meet. The Mauretania cannot be expected to retain the Atlantic speed much longer and the Cunard directors wished to be sure that their new ship will take her place as the fastest liner in the world.

The new ship is likely to cost a record sum, for speed without luxury is useless on the Atlantic trade, and she will also have to be large—probably about the same size as the new White Star liner.

The problem which has presented most difficulty has been that of engines, since, at the present time, so many new discoveries in ship propulsion are being tested. It is essential that the system adopted should give absolute reliability as well as high speed. All these questions have, it is stated, been solved satisfactorily. —*British Wireless.*

BRITISH CLAIM TO S. ORKNEYS.

MORE NEW YORK REPORTS OF DISPUTE.

ARGENTINE PEEVED?

New York, Oct. 26. According to the Buenos Aires correspondent of the *New York Times*, the Argentines are most indignant at the British attitude with regard to the ownership of the South Orkneys.

According to a recent message from this correspondent, Britain entered a protest against the erection of a wireless station by the Argentine Government in South Georgia, to which the Argentines replied claiming ownership of the islands, and explaining its inability to take active control of the Falklands owing to British occupation.

He states that the newspaper *Prensa* in a leading article declares that the British attitude is "based entirely on naval force which is certainly not a fountain of rights" and adds that "the entire people of this country resent this usurpation on the part of England." —*Reuter's American Service.*

Britain has an undeniable right of ownership of the Falklands. They were renamed by Captain Strong after his friend, Lord Falkland, in 1833, and has held them since without interval. The South Orkneys are dependencies. It is notable that the alleged dispute details are derived from American sources.

HONGKONG'S LOAN.

BOARD FORMED TO ALLOT THE BONDS.

In connexion with the issue of the remaining \$2,000,000 of the Hongkong Public Works Loan, H. E. the Officer Administering the Government has appointed a Board for the purpose of considering the applications and allotting the bonds.

The members of the Board are the Hon. Mr. C. G. Alabaster, K.C., O.B.E., (Chairman), the Hon. Mr. McE. Messer, O.B.E., and Mr. V. M. Grayburn.

FRENCH TEXTILE STRIKE.

40,000 OPERATIVES OUT AT ROUEN.

Paris, Oct. 26. A serious strike of textile workers in the Rouen districts is reported, over forty thousand workers have downed tools to-day. The workers are demanding wage increases. —*Reuter.*

INDUSTRIAL PEACE IN BRITAIN.

GREAT HOPES FOR THE FUTURE.

CO-OPERATION BETWEEN T.U.C. & EMPLOYERS.

ERA OF PROSPERITY.

London, Oct. 26. Lord Londonderry, who, following Earl Birkenhead's resignation from the India Office, has been appointed a member of the Government in the capacity of First Commissioner of Works, made an interesting speech at Darlington yesterday on the subject of peace in industry, and the recent movements to that desirable end.

He expressed regret that owing to his new appointment, it would be necessary for him, so soon in the development of the movement, to give up membership of the Industrial Conference, of which Lord Melchett is the President, and which is seeking to improve the general relations between employer and employee.

Recognition of T.U.C.

Explaining the object of the National Industrial Council, which will be composed of the Executive Council of the Trades Union Congress on the one side, and an equal number of prominent employers of labour on the other, Lord Londonderry said that the employers had come to recognise that due acknowledgement of the T.U.C. was necessary.

The Trade Union Congress, he said, were a most effective organisation, and the only body which possessed the authority through their General Council to discuss and negotiate all questions relating to the entire field of industry.

New Spirit Created.

Modern Trade Unionism was a highly developed organisation, and it was encouraging to find that the Trade Union leaders were anxious to do all in their power on the lines of material interest and co-operation to create a new spirit throughout the country without giving away any of the rights or privileges of those whom they represented.

All the most influential leaders of the Trades Union were warm supporters of the scheme originally propounded by Lord Melchett, formerly Sir Alfred Mond, and at the recent annual meeting, the general body of the delegates expressed their full approval of the steps taken by the General Council.

No Disastrous Deadlocks.

The National Industrial Council when set up would enable employers and employees to get together before industrial disputes seriously developed, and the country might in future be saved from those disastrous deadlocks which had hampered industrial activity not only in Great Britain, but in competition with the rest of the world.

Lord Londonderry concluded by stating that he had no doubt that the Industrial Conference, now drawing up the final details of the proposals, would produce a report which would definitely show the advantages to be gained by the scientific organisation of industry, and that they could look forward to an era of industrial prosperity and material success if the recommendations were carried out. —*British Wireless.*

HENRY FORD'S CHINA SCHEME.

LOAN FOR REMISSION OF DUTIES.

Shanghai, Oct. 21. In connexion with the appointment of Henry Ford as honorary economic adviser to the Nationalist Government, it has been rumoured for a considerable time that the Nationalist Government was negotiating with him pertaining to schemes to construct several thousand miles of trunk-line motor roads connecting various sections of the country.

According to the reports, Mr. Ford is willing to advance a loan to be repaid by the remission of Customs duties on Ford cars.

STRAITS BATTLE FOR EQUITY.

MASS MEETING ON MILITARY CONTRIBUTION.

UNOFFICIALS UPHELD.

Singapore, Oct. 26. A largely-attended public mass meeting held under the auspices of the Straits Settlements Association, passed a resolution supporting the views of the Unofficial Members of the Legislative Council with regard to Singapore's contribution to the Singapore Base.

This meeting follows closely upon the meeting of the Chinese community, where a similar resolution was approved. —*Reuter.*

The public dissatisfaction with the official attitude, arises from the fact that if the 20 per cent. of revenue is insisted upon as the military contribution, the amount will increase enormously over recent years by reason of the extra war-tax. Singapore has never before been required to pay the full 20 per cent. but if the Government maintains its position, it cannot be avoided.

The Unofficials have suggested that an annual contribution of \$3,600,000 should be fixed for the next five years, the sum being fixed on the recent averages.

It is regarded in Singapore as inequitable that they should pay more than other Colonies and Dominions for a Base which is required as part of the scheme of Empire defence.

GERMAN ATTITUDE ON REPARATIONS.

WILL CO-OPERATE WITH OTHER GOVERNMENTS.

INDEPENDENTS URGED

Berlin, Oct. 26. An official communiqué has been issued stating that the German Cabinet has decided to co-operate with other Governments concerned to facilitate the appointment of a Committee of Experts to complete the settlement of the Reparations question.

Reuter learns that Germany attaches particular importance to the principle that the members of the Committee should be independent experts and not Government officials.

The conversations between M. Poincaré and Mr. Winston Churchill in Paris last Friday paved the way for speedy appointment of the Committee, which was agreed upon between the interested Powers at Geneva last month.

The prospects are favourable for a complete understanding on the total amount of Germany's liability within a few months.

Britain's attitude was indicated by Mr. Churchill when he said that while Britain was prepared to do all that was possible to help in any good arrangement, she had already made an immense and unequalled contribution, in remitting all debts of the Allies except as much as would enable her to pay America from the proceeds. The Balfour Note laid it down that we would not expect more than we were required to pay, and we are almost on the point of accomplishing that position, which we will do our utmost to maintain. —*Reuter.*

REORGANISATION OF AFGHANISTAN.

MORE REFORMS OUTLINED BY KING AMANULLA.

Peshawar, Oct. 26. King Amanulla in a Royal Address to officials of the Afghan Government has outlined further important internal reforms which he requires to be undertaken at the earliest possible moment, according to a message from Kabul.

The reforms include the appointment of a foreign adviser to organise the Finance Department, and the opening of a school where instruction will be given in Turkish to qualify students for admission to the Turkish Military Academy at Constantinople. —*Reuter.*

HOPE AND CRISIS MINGLE.

THE PRESENT ERA IN NANKING.

PARTY & GOVERNMENT NOT LIKELY TO CLASH.

FUTURE OUTLOOK.

Nanking, Oct. 20.

It is the general opinion among both civilian and political leaders here that the present moment is the most hopeful as well as the most critical period in the history of modern China. For the past year or more, militarists and war movements dominated in the National Government, and no attempt was made by the Nationalist authorities to state it was not so. Broadly speaking the situation could not be met in any other way, with almost half China still in the hands of the Northern warlords.

The anti-north expedition having reached a victorious conclusion, the country looked forward to a period of peaceful rehabilitation and reconstruction. Suddenly a split occurred in the Kuomintang ranks, and the days which followed the Fifth Plenary Session looked no more rosy than the time when the Hankow group were on the eve of a rupture with the Nanking leaders.

Timely Compromises.

By clever manoeuvring and timely compromises on the part of the leaders, especially General Chiang Kai-shek, the Conservative members of the Party were able to greatly strengthen their position at Nanking and started to establish the new form of government under five years. With almost unexpected rapidity the re-organized government came into being and was formally inaugurated on October 10, on the occasion of the National Commemoration Day.

In a recent interview, one of the highest authorities in the government stated that the leaders realized to the fullest extent the immensity of their task to reconstruct the country. This partly explains why the Nanking Government has recently appointed five foreign economic advisors. The spokesman also added that the improvement of railways and other communication facilities throughout the country in general will be the immediate programme of the Nationalists.

Sun Fo's Big Task.

This task falls on the shoulders of Mr. Sun Fo, son of the late leader of the Nationalist movement, who, it is reported, has made arrangements with foreign capitalists providing for their co-operation in the reconstruction work here.

The official interviewed declared that the disbandment of troops would continue, and efforts would be made to bring about the complete suppression of banditry in the country. There is no question that the leaders who are in power are sincere in their desire to carry out the programme. The question whether they will get sufficient breathing-space to do so only time can prove.

Party and Government.

The fear that the Party may come into conflict with the Government is entirely without foundation. Under the old scheme of government, in the event of the Party authorities opposing the policies of those who were running the government of the country, a serious situation would have arisen. The present position is, however, different. The important members of the Central Executive Committee of the Kuomintang, which is the highest authority of the Party, are also members of the State Council which occupies the same position in the Government as the former enjoys in the Party. There is, therefore, no likelihood of any serious struggle between the two bodies.

There is a rumour here that two of the important ministries may (Continued on Page 16.)

Bulls and Inners

□ □ From the Office Butts. □ □

"Feed your servants well if you want to keep them quiet," says a playing the very deuce with housewife. Empty vassals make French finances most sound.

An Aberdeen vocalist who sang a "New Variety of Banana," says this at an open-air concert wanted should put new life into the fritter double fees because of the echo market.

Most of these Chinese electricians don't know their job, says a Kowloon householder. Still, they know what's watt and which is switch.

The wife of a local Clubman says her husband is fairly nice when he's sober, but that he hates being sober so much, that he's really nicer when he isn't.

To make the punishment fit the crime, the Chinese who attempted to strangle a kitten should get the cat.

There is a good deal of thickness about the correspondent who suggested eight-inch steel plates as piracy preventive measures.

The fish which prostrated a Chinese family in Kowloon must probably have been of the flat variety.

When are we going to have the dynamograph in Hongkong?

It is believed that dog-racing in Germany has failed because the hounds had not sufficient dash in them.

It seems that the only way the Ladies' Section of the Golf Club will be able to get money is to levy subscriptions on the compulsory voluntary basis.

Young Wife: "Cook, I really must speak to you. Master complained of your soup on Monday, of the meat yesterday, and of the fish to-day. What shall I tell him you said?"

Cook: "Tell him I don't like the way he does his hair!"

"Enquirer:—The man who is running round the world is not the same one who recently trumped out that a perfect peach is ed his partner's trick three times in one evening.

Talking of the possibilities of feelings in plants when they are cut, a reader assures us that there are a number of bleeding weeds in his garden.

Some of our contractors are so busy, that they have no time for rafter-thoughts.

"A new frock often brings back a woman's happiness," says a fashion writer. A case of volition troubled waters.

In these days of woman's independence, it's refreshing to have Hongkong's golfing ladies admitting that they owe something to the menfolk.

"The stocking trade has become quite an art," states a contemporary. Those who sell them certainly have an artistic stock-in-trade.

"Enquirer:—The S. C. M. 'Come-Railway' was re-boxing, out adequately informing the public. Otherwise crime in the district is normal.

Since shingling came into vogue, the term "roughneck" no longer applies to men only.

From a contemporary:—"An English motorist who collided with the car of a Highland laird was fined." If a similar accident had occurred a few hundred years ago the friends of the Englishman's wife would be saying how sorrow she looked in black.

After "Adam and Evil" we expect to see "Eve and Adamalight."

With two accidents in the same place, we now understand the meaning of the phrase "passing the Monument."

"Jim:—You can keep going at the punch-ball for a whole evening, but you must imagine it is a shroff, or, falling that, the boss.

In the public eye—bus dust.

"Punster:—You are the sixty-pager. 'New Shoes Mode.' Bags ninth person to send in a joke to Match." Getting back to the about Geary's broken nose putting good old buccanering days of him out of gear.

From the S. C. M. Post fashion Women are gradually getting taller, a doctor tells us. This is no doubt what creates the illusion that they are growing out of their frocks.

A big cargo of peaches from the United States landed at the Kowloon wharf the other morning. At five-time we found a few of them in the lounge.

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ELECTRIC RECORDING **BIGGEST VALUES**

THE RECORDS EVERYBODY WANTS!

4854	Diane Remember	Waltz.
4798	Chirp Chirp	Fox-Trot.
4958	Fancy our Meeting	"
4957	In Old Vienna	"
4956	Toy Town Artillery	"
4901	She's A Great Girl	"
9425	Fascinating Eyes	"
	You Have No Idea	"
	Is It Gonna Be Long	"
	Ol' Man River	"
	Can't Help Loving That Man..	"
	American Medley	One Step.
	Scottish Medley	"

The Anderson Music Co.

Supreme in all Tests

"ITALIT"

Gold medal asbestos-cement sheeting

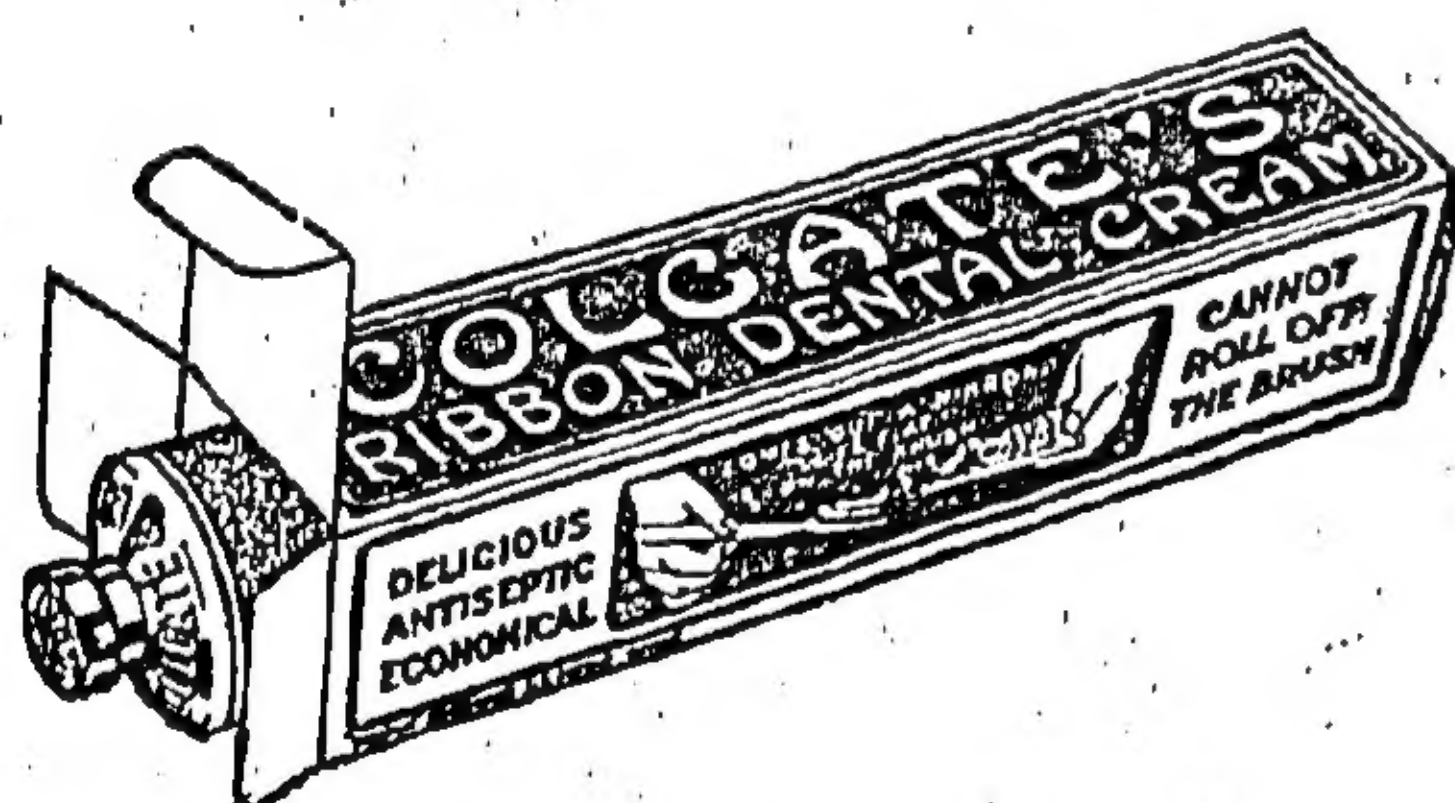
CORRUGATED AND FLAT

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Shewan, Tomes & Co.



Obtainable at all High-class Stores.

Sole Agents for South China

HONGKONG TRADING CO., LTD.

Bank of Canton Building.

EIGHT RESIDENTS INVESTED.

RECIPIENTS OF BIRTHDAY'S HONOURS.

NOTABLE FUNCTION.

There were about 400 guests at Government House last night when eight local residents received decorations, conferred on them in the King's Birthday Honours, the investiture being carried out by His Excellency the Officer Administering the Government.

After dinner the guests were received in the lounge leading to the ballroom, those taking part in the ceremony entering the ballroom and awaiting the arrival of H. E. the Officer Administering the Government.

The first procession was then formed, consisting of Capt. A. J. L. Whyte (A.D.C. to H.E. the Officer Administering the Government), Colonel Stewart, and Colonel J. S. Bostock, C.B.E., Mr. W. W. Hornell, C.I.E., M.A., (Vice Chancellor of the University) and Colonel R.B. Skinner, O.B.E., the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E. (Colonial Secretary), and Commodore J. L. Pearson, C.M.G., Sir Henry Gollan, C.B.E., and Major General C. C. Lunn, C.B., C.M.G., (General Officer Commanding) and H. E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G.

His Excellency and the rest of the procession left the drawing room and advanced to the dais in the ballroom, the band of the King's Own Scottish Borderers playing processional music. As soon as the procession took up its position at the dais the band played the first six bars of the National Anthem.

Major H. B. L. Dowbiggin, A.D.C., then advanced to Mr. Holmes who was supported on his right by the Hon. Dr. R. H. Kotewall, C.M.G., L.D., and on his left by Mr. F. C. Jenkin. This procession had formed up outside the entrance to the ballroom and, entering, came to a halt in front of the dais, Mr. Holmes standing in front of His Excellency.

The Chief Justice then received a copy of the Warrant from Captain Whyte and read it.

A Glowing Encomium.

The Warrant was then returned to the A.D.C. and H. E. then addressed Mr. Holmes saying:

Mr. Holmes.—My close association with you in your capacity as Crown Solicitor during the last three years has enabled me to realize how completely you have deserved the honour which His Majesty has been pleased to confer on you. Your legal ability has been coupled with tact, discretion and devotion to duty which are beyond all praise.

Nothing was too difficult, nothing was too much trouble when your advice was sought, and when the Shanghai Defence Force was sent to Hongkong and the Military Authorities were suddenly confronted with many complex legal questions it was to you that this Government turned to help them. It was no surprise to me to receive from the General Officer Commanding a glowing encomium of your work on behalf of the Military Authorities and the Imperial Government.

It gives me the greatest personal pleasure to be the means of investing you with the insignia of a Commander of the Most Excellent Order of the British Empire and I offer you my heartiest congratulations.

H. E. then received the insignia of the C.B.E. from Major Dowbiggin and invested Mr. Holmes who then, together with his supporters, took up a position on the dais.

Dr. Tso Invested.

The second procession, consisting of Captain P. Perfect, A.D.C., and Dr. Tso, supported on his right by the Hon. Mr. H. T. Creasey, C.B.E. (Director of Public Works) and on his left by the Hon. Mr. McI. Messer, O.B.E., (Colonial Treasurer) then advanced, the warrant of the grant of the Dignity of an Officer of the Civil Division of the

Order of the British Empire being read.

H. E. then addressed Dr. Tso saying:

Dr. Tso Shin-wan.—It gives me great pleasure to be the means of investing you with the insignia of an Officer of the Most Excellent Order of the British Empire. For over thirty years you have been devoting yourself to work for the public good of the people of this Colony. The fact that you are actively connected with no less than seventeen public or semi-public bodies in Hongkong is sufficient testimony of your public spirit. Nor have you been content to be a lay figure on any of the committees with which you have been associated. Your energy and initiative have been unbounded, and the Colony owes you a great debt for the practical interest you have shown in all matters connected with the prevention of disease, the furtherance of education and the preservation of law and order.

I congratulate you most warmly on the honour which His Majesty the King has conferred upon you. With similar ceremony Dr. Tso was invested with the O.B.E. after which he and his supporters took up their positions on the dais.

Miss Mackay's Work.

The third procession consisted of Captain R. Q. F. Johnston (A.D.C. to the G.O.C.), and Miss Mackay, supported on her right by Sir Robert Ho Tung and on her left by Mr. George Duncan, M.B.E. The usual procedure was followed.

H. E.'s address to Miss Mackay was as follows:

Miss Mackay.—It gives me great pleasure to be the means of investing you on His Majesty's behalf with the insignia of an Officer of the military Division of the Most Excellent Order of the British Empire.

The distinctions you already wear bear testimony to your long and distinguished record in the Nursing Service of His Majesty's Forces, and it has pleased His Majesty to confer on you this further distinction, not only in recognition of your past service, but as a special mark of appreciation of the ability with which you carried out the extra work and responsibility thrown on your shoulders by the arrival of the Shanghai Defence Force.

I congratulate you and wish you all success in your noblest of callings.

Defence Force Problems.

After Miss Mackay had been invested, four other processions advanced into the ball room. These were:

Paymaster Commander H. Rogers, O.B.E. (Commodore's Secretary) and Mr. R. Sutherland, O.B.E., supported, on his right by Sir Shou-son Chow, and on his left by Mr. P. J. Wodehouse, C.I.E.

Mr. Wright, R.A., A.D.C., and Mrs. Alabaster, supported on her right by the Hon. Mr. C. G. Alabaster, K.C., O.B.E., and on her left by Mr. Ho Kom Tong, O.B.E.

Major Dowbiggin, A.D.C., and Mrs. Remington, supported on her right by Captain J. B. H. Doyle, O.B.E., and on her left by Colonel Robertson, O.B.E.

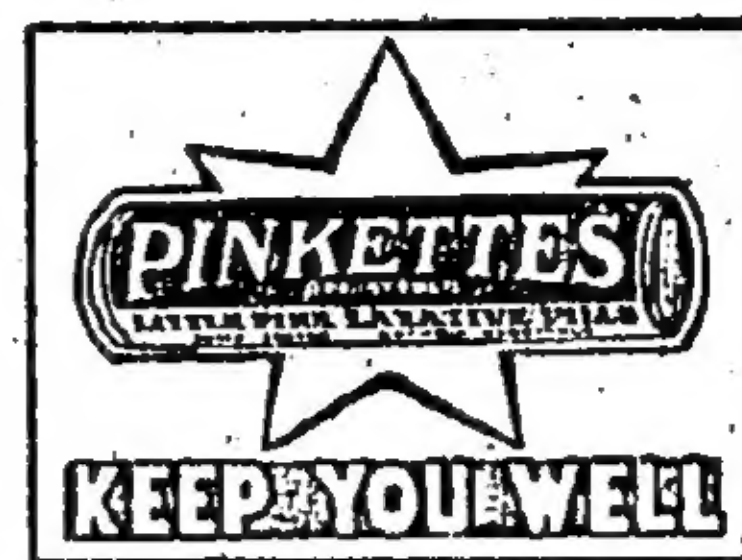
Captain Perfect, A.D.C., and Mrs. Wolfe, supported on her right by the Hon. Mr. E. D. C. Wolfe, C.M.G., and on her left by Mr. E. Cock, M.B.E.

H. E. then said: Ladies and Gentlemen.—The sudden arrival of Shanghai Defence Force found the Colony very inadequately provided with social amenities for the largely increased number of troops which were for a time stationed in Hongkong.

An appeal was made for help and the response was as prompt as it was generous. With the aid of the local Young Men's Christian Association and particularly of its energetic Secretary, Mr. J. H. Hunt, O.B.E., special canteens were established both in Hongkong and in Kowloon, concerts were arranged, and facilities for sports were organized, all by voluntary helpers at considerable sacrifice of time, energy and convenience, and the work was continued with unflagging zeal throughout the heat of the trying summer weather.

A Habit Worth While.

Have you the habit of daily regularity? If not, practice it. For ill-health surely follows its neglect. To restore the regular habit take Pinkettes for a few nights; careful diet and moderate daily exercise will do the rest. As a remedy for constipation, biliousness, sick headaches, liveriness, and foul breath Pinkettes, the dainty little gentle-natured laxatives, are perfection. Chemists sell them, or post free at 60 cents the vial from the Dr. Williams' Medicine Co., 60, Klange Road, Shanghai.



It was impossible to give separate recognition to each individual helper where the whole community has done so well, but His Majesty, desirous of conferring on the community a signal recognition of His appreciation of the efforts made on behalf of His troops, has been pleased to confer honours on six of the ladies and gentlemen who took part. Mrs. Russell Brown and Captain Adey are absent to-day, but it is my privilege to invest Mr. Sutherland, Mrs. Alabaster, Mrs. Remington and Mrs. Wolfe with the insignia of the honours conferred on them.

Mr. Sutherland's Promotion.

The warrants were read and the recipients of honours invested. H. E. addressing Mr. Sutherland as follows:

Mr. Sutherland.—His Majesty has been pleased to promote you from the position of a Member to the position of an Officer in the Most Excellent Order of the British Empire. You have worked and continue to work incessantly for the welfare of the Troops in Hongkong. You organized concerts, sports and entertainments, and your continued interest has again been shown in your important contribution to the success of the recent Tattoo. I congratulate you.

Mr. Sutherland was then invested.

Work for the Y.M.C.A.

The ladies were invested in turn, the addresses by H. E. being: Mrs. Alabaster.—You share with Mrs. Wolfe the distinction of having devoted more of your time to the work of the Young Men's Christian Association canteens than any other voluntary worker. Your efforts in organizing the libraries have been specially appreciated and your popularity with the members of His Majesty's Forces is a splendid testimony to the appreciation evoked by your work.

I congratulate you on the honour conferred on you and have much pleasure in investing you with the insignia of a Member of the Most Excellent Order of the British Empire.

Unstinted Admiration.

Mrs. Remington.—You were responsible for organizing the Ladies' Service at the canteen in Kowloon, the success of which was due in no small measure to your untiring efforts on its behalf. The same spirit which led you to the War Service of which you wear the honoured distinctions, no doubt led you to volunteer for the arduous labours of the Kowloon canteen, and your devotion to duty, even at the expense of health itself, won unstinted admiration.

I have much pleasure in investing you with the insignia of a Member of the Most Excellent Order of the British Empire and in offering you my congratulations.

Inspiration to Helpers.

Mrs. Wolfe.—You share with Mrs. Alabaster the distinction of having devoted more of your time

(Continued on Page 3.)

REPULSE BAY HOTEL.

CARNIVAL

SATURDAY, 3rd November, 1928.

DINNER \$4.00 per head.

(Fancy or Evening Dress)

Late Bus to the Hongkong Hotel 12.30 a.m.

Tables may now be booked

at the Hongkong or Repulse Bay Hotels.

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THE HONGKONG & SHANGHAI HOTELS LTD.

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"THE CONNOISSEUR COMES TO CALDBECKS"

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Hongkong Companies Ordinance 1911-1915.)
Princes' Building (Ground floor.) Telephone C. 75.

WHEN "TOO SOON" IS WELL ENOUGH

Rothschild explained his enormous wealth by saying "I always sold too soon." No one can buy life insurance too soon.

Write or Telephone

THE MANUFACTURERS LIFE INSURANCE COMPANY.

HEAD OFFICE - - - TORONTO, CANADA.

ARNHOLD & CO., LTD.

Agents

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"THOROTITE"
The Ideal Roofing Material.

For flat or tiled roofs
APPLIED COLD IN ANY WEATHER.

Full particulars from
COLFAX (FAR EAST) LTD.

Manufacturers of Cold Emulsions.

Davis, Dong & Co., General Managers.

4, Queen's Building. Phone C. 4018.

SALESMAN SAM

To the Rescue!

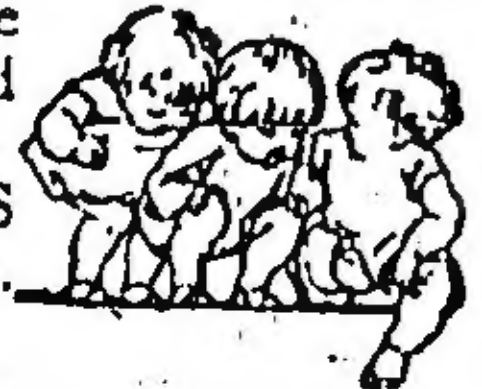
By Small



Heat or cold

they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



WHILE SAM STILL IS HELD PRISONER BY THE TRAMPS, WHO HAVE SENT GUZZLEM A NOTE DEMANDING RANSOM FOR HIS RELEASE, THE RANSOM NOTE ARRIVES

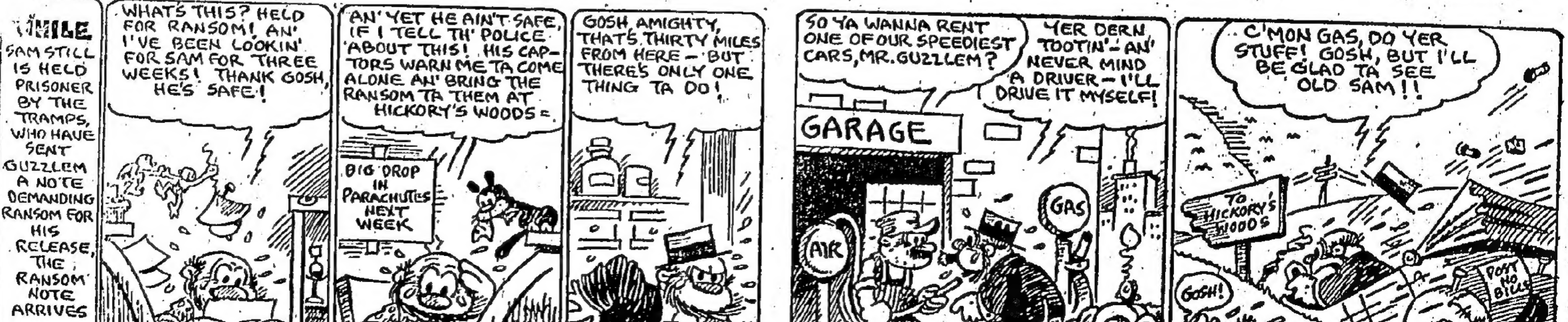
WHAT'S THIS? HELP FOR RANSOM! I'VE BEEN LOOKIN' FOR SAM FOR THREE WEEKS! THANK GOSH, HE'S SAFE!

AN' YET HE AIN'T SAFE. IF I TELL 'N POLICE, 'BOUT THIS! HIS CAPTORS WARN ME TA COME ALONG AN' BRING THE RANSOM TA THEM AT HICKORY'S WOODS.

GOSH, AMIGHTY, THAT'S THIRTY MILES FROM HERE - BUT THERE'S ONLY ONE THING TA DO!

SO YA WANNA RENT ONE OF OUR SPEEDIEST CARS, MR. GUZZLEM?

YER DERN TOOTIN' AN' NEVER MIND A DRIVER - I'LL DRIVE IT MYSELF!





Announcing
the First
DINNER DANCE
of the Season,
Saturday, November 3rd.
SPECIAL LICENCE TILL 1 A.M.
LANE, CRAWFORD, LTD.

HOT WATER
ALWAYS
AVAILABLE



MORNING



NOON



OR NIGHT

IF
YOU USE
A
GAS GEYSER

Hongkong & China Gas Co., Ltd.

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheycla"
Oil Varnish Stains

Oaks—Walnut
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Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

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Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

SHINYO WORK.

**COUNTERCLAIM SUCCEEDS
ON ONE POINT.**

The claim and counterclaim arising out of the dispute between two sub-contractors with regard to work done on board the s.s. Shinyo Maru was finally settled in the Summary Court yesterday afternoon, when Mr. Justice Jacke gave judgment on both claim and counterclaim respectively, the former for \$263, being the full amount claimed, and the latter for \$139.70 only, out of a total claim of \$349.70.

Kwok Yee, 91 Wuhu Street, Hinghom, claimed against Li Ming, 13 Whitfield Road, Causeway Bay, for the sum of \$263, being the balance due for work done on the ship. Li Ming counterclaimed for \$349.70 for unsatisfactory and uncompleted work.

It was alleged by Li Ming that the plaintiff failed to scrape and paint tank tops and bilges as per contract, that his men burnt wires in scraping and burning paint off "B" deck houses, and that he (defendant) had paid a sum of \$40.30 to the plaintiff in addition to other payments. These allegations were denied by the plaintiff, who also contended that the tank tops and bilges work was not included in the contract. He admitted the total contract price to be \$768.

The defendant included in his counterclaim money deducted by the principal contractor, Tok Kee, these being \$170 for tank tops and bilges, \$139.40 for new electric wires, and \$40.30 as payment.

His Lordship found that the work of scraping and painting the tank tops and bilges was not included in the contract and that also, in the absence of a receipt, he could not believe that the sum of \$40.30 was paid to the plaintiff. He decided, however, that the plaintiff's workmen were responsible for the burnt wires, and allowed the counterclaims to succeed on this point.

Disputed Point.

When the case was resumed Mr. Arculli called a witness who gave evidence with regard to the burning of the wires and the installation of a new set.

Mr. Arculli then made his closing address for the defence. In doing so he pointed out that there was no dispute about the contract price or that the paint was supplied. The disputed point was whether the contract included the scraping and painting of the tank tops and bilges. The defendant contended that such work was included while this was denied by the plaintiff.

Mr. Arculli referred his Lordship to the tender where the bunker work was mentioned with no special exception of the floor, which included the tank tops and bilges. If he (Mr. Arculli) contracted to paint a house he would not leave the ground floors unpainted and in like manner the disputed painting should have been done with the bunkers. The lack of special exception in the tender alone made the plaintiff responsible for that work.

His Lordship should also bear in mind, continued Mr. Arculli, that the tank tops and bilges were very important as they had more work to do. They collected more dirt and also carried dirty water. It was very essential that they should be scraped and painted otherwise the metal would deteriorate.

The defendant had said in evidence that he expressly told the plaintiff that the tank tops and bilges would have to be done. His (defendant's) contract with the principal contractor, Tok Kee, included that work. Was it likely, asked Mr. Arculli, that the defendant would not tell the plaintiff so in sub-contracting the work. The plaintiff had said in cross-examination that he knew the defendant to be a sub-contractor for Tok Kee and had further admitted that the work was to be done to the satisfaction of Tok Kee. That bore out the defendant's story that he told the plaintiff about doing the disputed work.

Plaintiff's Alleged Admission.

With regard to the burnt wires, Mr. Arculli continued, Tok Kee had said in evidence that the plaintiff admitted his men had burnt the wires and asked that the deduction made should not be too heavy. He had also admitted not completing the bunkers, according to the witness.

One of the plaintiff's own witnesses had said in evidence that the man worked by candlelight when scraping, burning and painting the deck houses. The reason for that, Mr. Arculli submitted, was because they burnt the wires and could not therefore use electric light.

Dealing with the payment of \$40.30, Mr. Arculli pointed out that the plaintiff's account was written by another man; the plaintiff himself being unable to write, whereas the defendant wrote his own account. He suggested that the defendant was more likely to be right on that point.

After stating that the evidence in support of the claim was extremely strong, and that the evidence said nothing about the tank

**EIGHT RESIDENTS
INVESTED.**

(Continued from Page 2.)

and energy to the work of the Young Men's Christian Association canteen than any other voluntary worker. On you devolved the task of organizing the entire restaurant side of the Young Men's Christian Association canteen in Hongkong, including the personnel, the equipment and the food. The extreme popularity of this canteen was largely due to the excellence of the food and drink provided and for this His Majesty's Forces were indebted to your initiative and organizing ability. Your tireless energy was an inspiration to all helpers.

I have much pleasure in congratulating you on the honour conferred upon you, and in investing you with the insignia of a Member of the Most Excellent Order of the British Empire.

Imperial Service Order.

After Mrs. Wolfe had taken up her position on the dais Captain Johnson, A.D.C., advanced with Mr. Reed, supported on his right by Lieut. C. H. Atkins, M.B.E., and on his left by Mr. H. Dixon, I.S.O.

The warrant was then read by the Chief Justice.

Forty Years' Service.

Mr. Reed was then invested being addressed by the Officer Administering the Government as follows:

Mr. Reed.—For over forty years you have served in the clerical branch of the Civil Service of this Colony, in the course of which you have risen to the very responsible position of Accountant of the General Post Office, and have become one of the mainstays of that important Institution. In recognition of your long, faithful and efficient service His Majesty the King has appointed you to be a Companion of the Imperial Service Order, and it gives me much pleasure to invest you with the badge of the Order. I congratulate you heartily on this well-earned honour.

The Procession.

After Mr. Reed had taken up his position on the dais the band played the National Anthem in full, the following procession then advancing to the centre of the ballroom and dispersing: Captain Perfect and Major Dowbiggin, Captain Johnson, Mr. Wright and Paymaster Commander Rogers, Sir Henry Gollan, H. E. the Officer Administering the Government and Major General Luard, Mr. R. Sutherland and Mr. Holmes, Miss MacKay and Dr. Tso, Mrs. Alabaster and Mrs. Remington, Mr. Reed and Mrs. Wolfe, Hon. Mr. Hallifax and Commodore Pearson, Mr. W. W. Hornell and Colonel Bostock, Colonel Stewart and Colonel Skinner, the Hon. Sir Shou-son Chow and the Hon. Dr. Kotewall, Mr. P. J. J. Wodehouse and Mr. Jenkin, Sir Robert Ho Tung and the Hon. Mr. Cressy, Mr. George Duncan and the Hon. Mr. McL. Messer, Colonel Robertson and Mr. Ho Kom-tong, Captain Doyle and the Hon. Mr. C. G. Alabaster, Mr. Cock and the Hon. Mr. E. D. C. Wolfe, Mr. Dixon and Lieut. Atkins, Captain Whyte.

A musical programme followed.

tops and bilges forming part of the contract, Mr. Owen spoke with regard to the counterclaims.

He continued he thought it was significant that in the account submitted by Tok Kee the tank tops and bilges were not specifically mentioned as between Tok Kee and the defendant. "I don't know whether Tok Kee ever specified such work to the defendant." That bore out that when the defendant handed on the particular part of the contract to the plaintiff, he did not mention that the work should be done. Further work should be present more, the defendant was present during the greater part of the time that the work was being done.

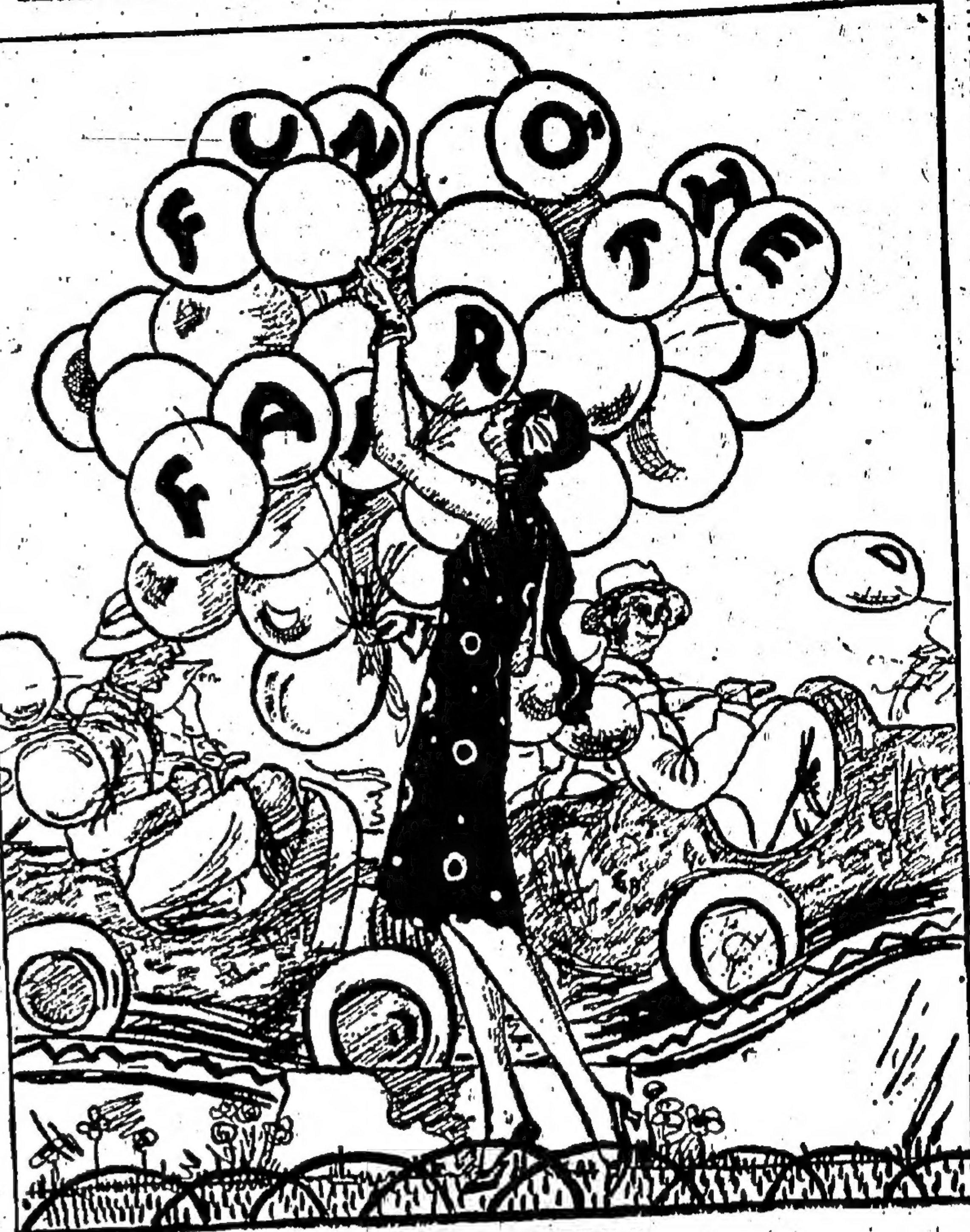
No Direct Evidence.

Mr. Owen pointed out there was no direct evidence that any of the plaintiff's workmen burnt or damaged the wires in any way. Such a statement that because the plaintiff's men used, and had to use, blow-lamps for burning off the paint, they also burnt the wires but no one was able to say that he actually saw the wires burnt. Further they had heard four workmen and a foreman who were actually engaged in that work, who had said that nothing of the sort happened.

Speaking with regard to the payment of \$40.30, Mr. Owen said that the defendant claimed to have paid that sum to the plaintiff in addition to other payments which were admitted. That payment was directly denied. On looking at the account submitted as to daily payments making up the total paid, there were a number of small items such as 50 cents, 50 cents and a dollar. Mr. Owen said he could not imagine anyone giving 50 cents on account of a \$700 bill. He submitted that taking it altogether, with the denial that the payment was received, it was not very feasible that all the sums mentioned were ever paid on account.

His Lordship gave judgment as stated above.

**HONGKONG WOMEN'S GUILD
and
MINISTERING CHILDREN'S LEAGUE**



will be held again
at
LEE GARDENS
(through the courtesy of the executors of the late Mr. LEE HYSAN)
on
Saturday, November 17th.

Candy and Coffee, Ice Cream and Toffees,
Chuting the Chute, A Band (without flute),
Toys and Balloons, Gypsies and Coons,
Fairings in Plenty and All for You.

SORE THROAT THE ENEMY



EVANS' PASTILLES are a sure shield against all winter ills such as Sore Throat, Cough and Cold. Their antiseptic vapours penetrate into the remotest cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

EVANS' Pastilles



DRESSES, SUITS, COATS and HATS

All Cleaned By

THE INTERNATIONAL DRY-CLEANING & DYEING CO.

19, Wyndham Street, Hongkong. 145, Wong Mei Chong Road, Happy Valley. 34, Nathan Road, Kowloon.

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OF HONGKONG AND CHINA

Just the thing to send home.

MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

The MORRISON PIANO.

STANDS ALONE FOR PLEASURE PLAYING AND EDUCATING

and will fulfil these requirements because it is built for those purposes. Guaranteed for TEN YEARS.

CASH OR EASY PAYMENTS ARRANGED.

TSANG FOOK PIANO CO.,
Telephone C. 4648.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1860.

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Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

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and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315,
344, 363, 371, 374, 376, 381
385, 411, 427

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments, and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

SITUATION VACANT.

WANTED A COOK BOY.—Will somebody recommend a No. 1 cook boy, must speak English and cook exceptionally well. Apply to P. O. Box No. 75.

FOR SALE.

MOTOR CAR FOR SALE.—Morris Oxford 1925 Touring Model. In good running order. Apply Tai-koo Sugar Ref., Quarry Bay.

FOR SALE OR TO LET.—No. 3, Stewart Terrace, No. 266, the Peak, recently renovated, unfurnished, from 1st Dec., 1928, 2 reception rooms, 3 bedrooms, 2 bathrooms servants quarters, large basement. Rent \$200, monthly including taxes. Apply Holland China Trading Co.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 164, Praya East. Phone C.647.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 6009.

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MASSAGE

No. 51B, Top Floor, Wyndham St Hongkong.

The Hongkong Telegraph.

Our Canton and District Representatives and Distributing Agents are
SOUTH CHINA AGENCIES
Shameen—Canton
to whom all local enquiries should be addressed.

New Advertisements.

CLUB LUSITANO.

CIRCULAR.

A Comissao Directora do Club Lusitano tem a honra de convidar os Exmos. Srs. Socios e as suas Exmas. Famílias do Club de Recreio, da Associação Portuguesa de Socorros Mutuos e d'este Club e os demais Membros da Comunidade Portuguesa, para se reunirem na Sala "Luiz de Camões" do Club Lusitano na Segunda-feira, 29 de Corrente, as 5½ horas da tarde, a fim de assistir a Recepção em honra de S. Exa. o Ministro de Portugal em Peking.

Haverá em seguida uma chá dansante.

Hongkong, 26 de Outubro de 1928.
O Secretario,
E. D. DA ROZA.

MINISTERING CHILDREN'S LEAGUE.

(Kowloon Branch.)

DOLL AND CRADLE RAFFLE

has been won by
No. 150.

NOTICE.

Morris Cowley Car No. 2260.
Winning Number 161 (Mrs. Matheson).

THE HONGKONG ELECTRIC CO., LTD.

NOTICE.

The Showroom at No. 2, Queen's Road Central will be removed to new premises at No. 12, Des Voeux Road Central (Powell's Building) on the 29th October.

GIBB, LIVINGSTON & CO., LTD.
Agents.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on Saturday, 10th November, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at twelve o'clock noon on Wednesday, 31st October, 1928.

CLUB DE RECREIO.

First Athletic Meeting to be held at King's Park, on the 11th November, 1928.

Relay Race (Team of four, two 220 and two 440 yards), open to all Clubs, Hongks or Units.

Entrance Fee \$2.00 per team. Entries close on the 1st November, 1928.

F. A. XAVIER,
Hon. Secretary.

FIT MICHELIN TYRES

Tel. C. 2221.
Tel. C. 4821.

JUST RECEIVED.

A large Assortment
of

NEW "GAGE" HATS

Various Shapes & Sizes.

ANTOINETTE

2, Queen's Road, Central.
(Above Hongkong Electric Co's.
Showroom.)

HONGKONG BOXING ASSOCIATION.

FIRST TOURNAMENT

November 3rd,

9.15 p.m.

AT THE CITY HALL.

WELTERWEIGHT CHAMPIONSHIP OF COLONY.

15 Rounds

SIGNALMAN MORRIS v MARINE FRASER
H.M.S. "Magaolia" H.M.S. "Tamar"

WELTERWEIGHT

10 Rounds

A.B. MOORE v A.B. SAUNDERS
H.M.S. "Cumberland" H.M.S. "Scaph"

BANTAMS

6 Rounds

A.D. VAHEY v H. MAJOR
H.M.S. "Scaph" Hongkong.

MIDDLEWEIGHT CONTEST

6 Rounds

PIPER SMITH v GUNN HAVIS
2nd K.O.S.B.'s. 15th Heavy Battery, R.G.A.

10 Rounds

SIGNALMAN v A.B. CASTLE.
SHONS.
H.M.S. "Scaph" H.M.S. "Cumberland"

BOOKING AT MOUTRIE'S.

FOR MEMBERS OF THE HONGKONG BOXING ASSOCIATION

on
Wednesday, 31st October and
Thursday, 1st November.

GENERAL PUBLIC:

Friday, 2nd and Saturday, 3rd
November.

Ringside Seats \$5;
Others \$3 and \$1.

NOTE THE DATE

NOVEMBER 7th

3.00 to 7.00 p.m.

at the

HELENA MAY INSTITUTE

Mrs. W. T. Southern

has kindly consented to open

A SALE OF WORK

IN AID OF THE FUNDS OF
THE NEW WESLEYAN SAILORS
AND SOLDIERS HOME

Goods to suit every purse and
every person
Teas will be provided at 50 cents
per head.

"THE PEAK FLATS"

SITUATED within Two Minutes'
Walk from the Tram Station and
overlooking the Southern Side of the
Island. Ready for Occupation.
Five-Roomed FLATS

and
Six-Roomed FLATS
with all Modern Conveniences, Drying
Rooms and Out-houses, Two Lifts.

Apply to
CREDIT PONCIE,
D'EXTREME-ORIENT,
4th Floor,
FRENCH BANK BUILDING.

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor,
Hongkong.

RADIO WE STOCK

ALL SPARES

INCLUDING SHORT WAVE
EQUIPMENT.

COMPLETE SETS

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NOTE THE ADDRESS—
THE UNION STORE,
37, Des Voeux Road.



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Exchange Bldg. Tel. C.672

CHURCH NOTICES.

To-morrow the Twenty-first
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong,
October 28, 1928, 21st Sunday
after Trinity. Holy Communion 8 a.m. Children's
Service 10 a.m. Peak Sunday
School 10 a.m. Matins
11 a.m. Preacher: The Dean.
Evangelism 6 p.m. Preacher: Rev.
H. V. Koop.

Union Church, Kennedy Road,
Rev. F. C. Young will preach.
Morning Service. 11 p.m. Sermon.
"Demand and Search."
Hymns 323, 786, 291, 653. Evening
6 p.m. Sermon "No more
Sea." Hymn 602, 713, 636, 472.

St. Andrew's Church, Kowloon,
Sunday October 28th. S. Simon
and S. Jude. 21st Sunday
after Trinity. Harvest Festival.
8.15 a.m. Holy Communion.
10 a.m. Young People's Service.
11 a.m. Morning Prayer and Sermon, Preacher,
the Vicar. Young People's
Service. 2.45 p.m. Speaker, Mr.
P. Sands M.A. 6 p.m. Evening
Prayer and Sermon, Preacher,
the Very Rev. Dean Swann.
Collections at Morning and
Evening Services on behalf of
The Church Missionary Association.
Wednesday October
31st 6 p.m. Evening Prayer, and
Address.

Wesleyan Methodist Church,
Queen's Road East, Sunday
Services: Morning 10.15 a.m.
Preacher Rev. J. C. Knight
Anstey. Subject: "A Reckless
Tongue." Evening 6 p.m. Preacher:
Mr. W. H. Smith. Subject
"A Bow at a Venture." 3 p.m.
Sunday School. Sailors and
Soldiers Home, Arsenal Street.
Sunday, 3 p.m. Men's Bible
Class. 8.15 p.m. Service Men's
Hour. Wednesday, 8.15 p.m.
Gospel Meeting for Service
Men. Monday, 3 p.m. Meeting of
the Ladies Church, Aid.

First Church of Christ Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday
Service, 11.15 a.m. Subject
"Probation After Death." The
Sunday School is held on
Sunday Mornings at 10 o'clock.
Wednesday Evening Meeting
at 5.30 p.m. Reading Room
at 7.30 p.m. above address open
Tuesday and Friday, 10 a.m.
to 12 noon, Monday and Thursday,
5 to 7 p.m. The Public
is cordially invited to attend
the service and visit the Reading
Room. Branch of The
Mother Church, The First
Church of Christ, Scientist, in
Boston, Mass., U.S.A.

S. D. A. Hall No. 7, Duddell
Street, first floor. Sunday night,
October 28th at 8.30 p.m.
Sermon given by Pastor Lyman
W. Shaw, "THE VALUE OF
YOUR SOUL." What will you
take in exchange for your
soul? Come and hear the
bible estimate of your soul.
You are welcome.

MACAO CHARITY AND COMMERCIAL FAIR.

The Executive Committee cordially
requests the pleasure of the general
public at the Inaugural Ceremony
of the Fair on Saturday, 3rd
November, 1928, at 9 p.m.

COL. DUARTE VEIGA,
Chairman.

EXPERT MASSEUR.

Cures Rheumatism, Nervousness
and all kinds of chronic
ailments.

Madame H. MORITA.

Madame E. AKAIL.

4, On Lan Street.

Telephone N° C.4395



To a country girl, a male
visitor from the city is the best
farm relief.

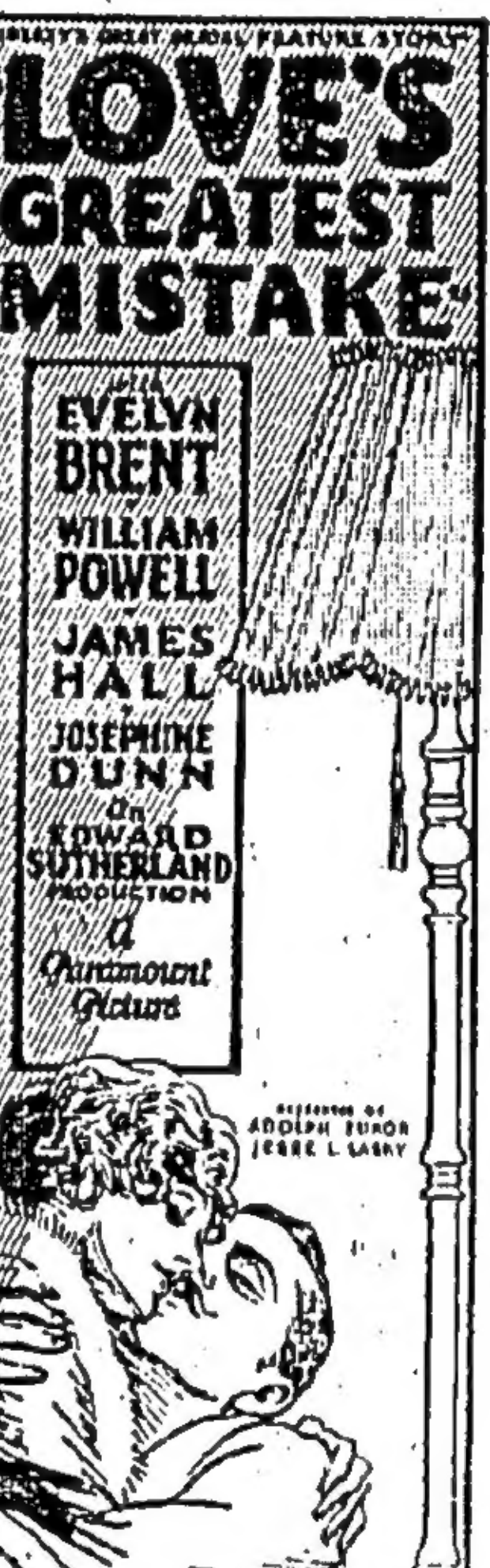
To-morrow's Pictures.



THRILLS of adventure
and plenty of spicy
comedy in Bebe's newest
fun picture!

See Bebe as a dashing,
young Spanish Caballero!

To-morrow at the
QUEEN'S
At 2.30, 5.10, 7.15 and 9.20



IN which an extremely
ticklish love tangle is
unravell'd!

To-morrow at the
WORLD
At 2.30, 5.15, 7.15 and 9.20

EDDIE CANTOR



THE hilarious adventures
of a mail
carrier who mixes the mails
with surprising results!

To-morrow at the
STAR
Continuous 2.30 to 11.15.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auction

on THURSDAY,

the 1st November, 1928,
commencing at 11 a.m.

at their Sales Room, Duddell
Street

A Large Quantity of Books
Terms:—Cash on Delivery.
On View from Wednesday, the
31st October, 1928.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public
Auction

on FRIDAY,

the 2nd November, 1928,
commencing at 5.15 p.m.

at their Sales Room, Duddell
Street

A Valuable Collection Postage
Stamps

comprising:—
Old China, China with Varieties
and Errors, Foreign China,
Chinese Turkestan, Korea and
Shanghai, etc.
On View from Thursday, the 1st
November, 1928.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

FIRE RISK IN PARIS THEATRE.

PADLOCKED EMERGENCY EXITS.

—Paris, Sept. 26.

The Madrid tragedy causes
many here to wonder whether all
is well with regulations in
France dealing with precautions
against fire in theatres.

Since the destruction of the Old
Opera Comique by fire in 1887
Paris has been more or less free
from such catastrophes.

Nevertheless uneasiness is felt.
M. Antoine, the actor-manager,
who will be principal adviser in
the Baron Henri de Rothschild's
new theatre, now building in the
Rue Pigalle, makes some strong
remarks on the subject in the
Journal.

How often, he says, does one
not see emergency exits chained
and padlocked, or blocked up by
mirrors. Even if not, he continues,
the keys are hung in
glass boxes that it would take
some time to break let alone the
difficulty of fitting a key into an
unfamiliar lock in the midst of a
panic, with the lights probably
out.

As for the underground stalls
still tolerated, he says, they would
become a holocaust in case of
fire. Existing regulations, he
urges, are insufficient, and even so
are not strictly applied.

Le Petit Bleu says that 25
per cent. of French theatres constitute
a defiance of good sense
and a permanent danger.

M. Chiappe, Prefect of Police,
has sent a circular letter to members
of the Theatre Commission,
asking for their opinion on the question
of smoking in music halls
and cinemas. The general opinion
is that the danger from spectators'
cigarette ends and matches is
solely to the manager's carpets.

POST OFFICE NOTICE

INWARD MAILS.		
From	Per	Date
Straits	Kumang	October 27.
Shanghai and Swatow	Suiyang	October 27.
Straits	Kamo Maru	October 29.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	October 29.
Manila	Pres. Jackson	October 29.
Shanghai and Europe via Siberia	Mirzapore	October 29.
Japan	Panama Maru	October 31.
Straits	Yuen Sang	October 31.
Japan	Arafura	November 2.
Japan and Shanghai	Hiakusan Maru	November 2.
Straits and London, parcels (London 27th September)	Kashmir	November 2.
U. S. A., Honolulu, Japan and S'hai	Pres. Adams	November 3.
U. S. A., Honolulu, Japan and S'hai	Pres. McKinley	November 5.
Australia and Manila	Tai ping	November 6.
Australia and Manila	Tanda	November 6.
Japan	Himalaya Maru	November 6.
Japan and Shanghai	General Metzinger	November 6.
U. S. A., Honolulu, Japan, and S'hai	Korea Maru	November 6.
Japan	Rakuyo Maru	November 7.
Straits	Katori Maru	November 11.
OUTWARD MAILS.		
For	Per	Date and Time.
Haiphong	Tonkin	Sat., Oct. 27, 1.30 p.m.
Fort Bayard	Wing Lee	Sat., Oct. 27, 2.30 p.m.
Haiphong	Caravelles	Sat., Oct. 27, 3.30 p.m.
Sam Shui and Wuchow	Kwong Ying	Sat., Oct. 27, 4 p.m.
Manila	Pres. Taft	Sat., Oct. 27, 4.30 p.m.
Amoy and Japan	Kumang	Sat., Oct. 27, 5 p.m.
Salgon	Prosper	Sat., Oct. 27, 5 p.m.
Macao	Taishan	Sun., Oct. 28, 8.15 a.m.
Swatow, Amoy and Fuzhou	Kishu Maru	Sun., Oct. 28, 9 a.m.
Sam Shui and Wuchow	Taining	Sun., Oct. 28, 9 a.m.
Shanghai	Yingchow	Sun., Oct. 28, 9 a.m.
Hoihow and Bangkok	Chinhua	Sun., Oct. 28, 9 a.m.
Bangkok via Swatow	Kwelyang	Mon., Oct. 29, 10.30 a.m.
Swatow	Hydrangia	Mon., Oct. 29, 2.30 p.m.
Japan, Canada, U.S.A., C. & S. America, and "Europe via Victoria, B.C."	Pres. Jackson	Mon., Oct. 29.
Shanghai and Europe via Siberia	Parcels	Mon., Oct. 29.
Shanghai, Japan, Honolulu, U.S.A., "Canada, Central, & South America" via San Francisco and Europe via Siberia	Registration	Mon., Oct. 29.
	Letters	Mon., Oct. 29.
	(Due Victoria, B.C., 10th Nov.)	
	Letters	Mon., Oct. 29.
	Letters	Mon., Oct. 29.
Shanghai and Europe via Siberia	Pres. Jackson	Mon., Oct. 29.
Swatow, Amoy, and Foochow	Kamo Maru	Tues., Oct. 30, 10.30 a.m.
Amoy	Ha'ing	Tues., Oct. 30, 1 p.m.
Manila	Suiyang	Tues., Oct. 30, 2.30 p.m.
	Empress of Asia	Tues., Oct. 30, 3.30 p.m.
Swatow	Hopsang	Tues., Oct. 30, 5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt, and Europe via Marseilles	Patroclus	Tues., Oct. 30.
	K. P. O.	
	Reg.	Mon., Oct. 29, 3 p.m.
	Letters	Mon., Oct. 29, 4.30 p.m.
	G. P. O.	
	Reg.	Mon., Oct. 29, 4.35 p.m.
	Letters	Mon., Oct. 29, 5 p.m.
	(Due Marseilles, 28th Nov.)	
Bandakan	Hinsang	Wed., Oct. 31, 10.30 a.m.
Shanghai	Yunnan	Wed., Oct. 31, 1.30 p.m.

MONDAY, OCTOBER 29th. To SATURDAY, NOVEMBER 3rd.

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As a contribution to knowledge, as a history without tears, as a mirror to the life of the last century, or merely as light and amusing reading, Lady Paget's book will find many friends. With an atmospheric background provided by the rigid and austere discipline of Nineteenth Century European Courts, Lady Paget yet manages to make her book warm and real by always showing us the human side of everything and finding a silver lining of laughter to even the blackest cloud of etiquette.

"Deadly Dull" Court.

That the English Court of those days at least did not exactly ring with merriment is evident from Lady Paget's confession: "The Queen this year ordered a (Sir Augustus Paget) to come to Balmoral, and I was not sorry when I heard there would not be any room for me, as the accounts which I had heard from ladies of the deadly dullness of the life there and the iciness of the rooms filled me with terror."

However, there is a bright side to everything, as the following extract from one of the authoress's letters shows: "It is fortunate the Queen will be at Balmoral, for it is only when she is there that the mail trains run right through on Sunday. Was there ever such barbarism?"

Wilhelm, Bismarck, King Edward and Queen Alexandra, Palmerston, and Gladstone appear in the pages of the book, not as great personages but as ordinary men and women "off the stage," as it were.

Of Frederick William, then Crown Prince, Lady Paget writes: "We always used to have oat cakes.... the Crown Prince, who adored everything English and Scotch, vowed he could never get any half so good, and asked me where they came from.... I had promised to teach Count Eulenbourg, the Crown Prince's Hof Marshal.... He looked very funny in a white apron."

Before the Bombardment.

The war of 1870 finds a large place in the book, and references to it are constantly cropping up. In the main these are contained in letters received by Lady Paget from Count Maurice Hohenthal at the front. Written from Ecouen, before Paris, in October, 1870, they throw some new light on the historic events of that time. "Yesterday the King created the Crown Prince and Prince Frederick Charles Field-Marshal. The bombardment (of Paris) is to begin in a few days. The railway lines have all been destroyed round Paris... this town of luxury and pleasure will be a town of mourning. How long this may last no man can tell. Moltke and Bismarck don't know it, either."

Then, later in December, he wrote: "We have noticed that there is still French cavalry in the forts; they can therefore still live some time on horse flesh. The bombardment will not take place because the Crown Prince and General Blumenthal are against it."

These letters, of which there are many, are in themselves a history of the siege of Paris. For the rest, the book is light-hearted enough and deals with personalities, some of whom are still with us, while some are to-day only names.

"An everyday and intimate book," Lady Paget calls it, "a book full of little nothings, which many may think is useless—it may be so to this generation, but, please God in another hundred years, people will live whose only interests are not centred in racing or motoring, airships, cinemas, football, tennis, and such like, and will like to know something about their forebears, just as we like to inquire into Elizabethan days in which some of us have found many hints of grace and dignity."

Behind the Scenes.

Intimate the book certainly is and gives many delightful glimpses behind the scenes of big events. The journey of Princess Alexandra from Denmark to London to marry the Prince of Wales provides a typical instance. Of this, Lady Paget writes, in reference to the entourage: "It seems to me our progress is very like a snowball; the further we roll the more we increase in size." The successful efforts of her husband

MOTHER'S DILEMMA.

LUNATIC SON SHOT TO SAVE
HIM FROM ASYLUM.

Berlin, Sept. 24.
A pathetic case of murder to relieve suffering is reported from a Berlin suburb to-day when a woman shot her mentally deranged son and then surrendered voluntarily to the police.

The son had for long been subject to violent fits of frenzy. He had already been in an asylum, and though uncured had been released at the urgent request of the family. Lately his condition had become so markedly worse that he was a perpetual source of danger to the rest of the family. It was at length decided that there was no course but to restore him to the asylum. The unhappy mother, realising the incurable character of her son's disease, could not face the prospect of his being confined in an asylum for life. In despair at her dilemma she shot the sufferer in his bed during the night.

to enable the suite to arrive in Brussels in ordinary clothes and not uniform, the smallness of the hotel bills during the journey, and the excitement and anticipation of the whole party show up this historic journey in a new and homely light.

Here and there with little reference to anything in particular are dropped a few lines of absorbing interest to students of history—"Lord Palmerston's tradition never to think of dressing until the dinner bell had gone." "A Miss Sneyd who had been immensely admired in Paris by Napoleon III., who, it is said, repented too late at not having chosen her for his consort. The fortunes of Europe would have been very different in that case as the Empress Eugenie dragged her unwilling husband into an iniquitous war, and caused the fall of his dynasty."

Gladstone.

"The Princess of Wales told me that living at St. Petersburg was like living on a mine. She says the Empress never has a quiet moment. I am told Mr. Gladstone has to be guarded wherever he goes, the Peninsulars are always after him. Mrs. Gladstone is in a fearful state about it."

Another glimpse of Gladstone is in reference to the Balkan troubles of the time. "They all own that it was owing to Lord Salisbury's tact that war had been prevented hitherto. Mr. Brinsley Richards, the correspondent of the Times, said he had seen piles of postcards and letters from Mr. Gladstone to Bulgarians. Had he been at the head of affairs we should have had a European war by this time."



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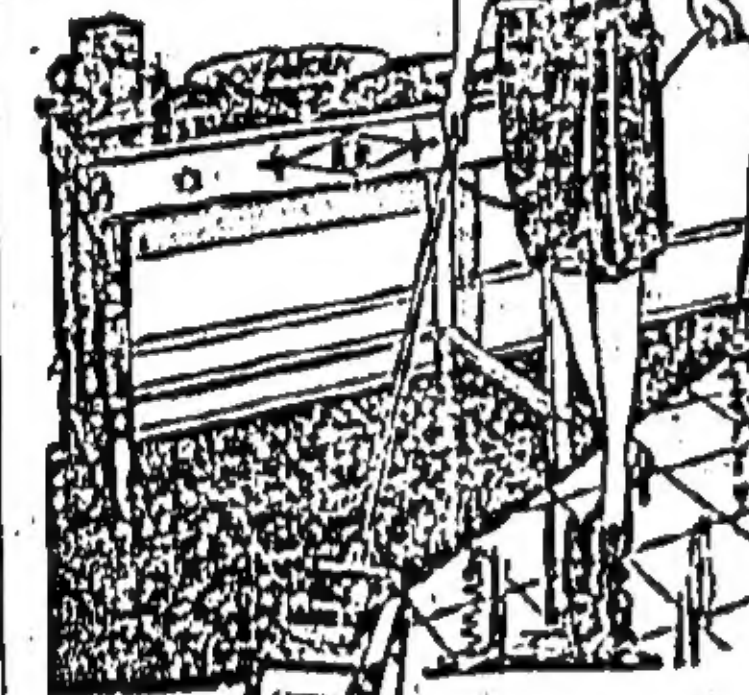
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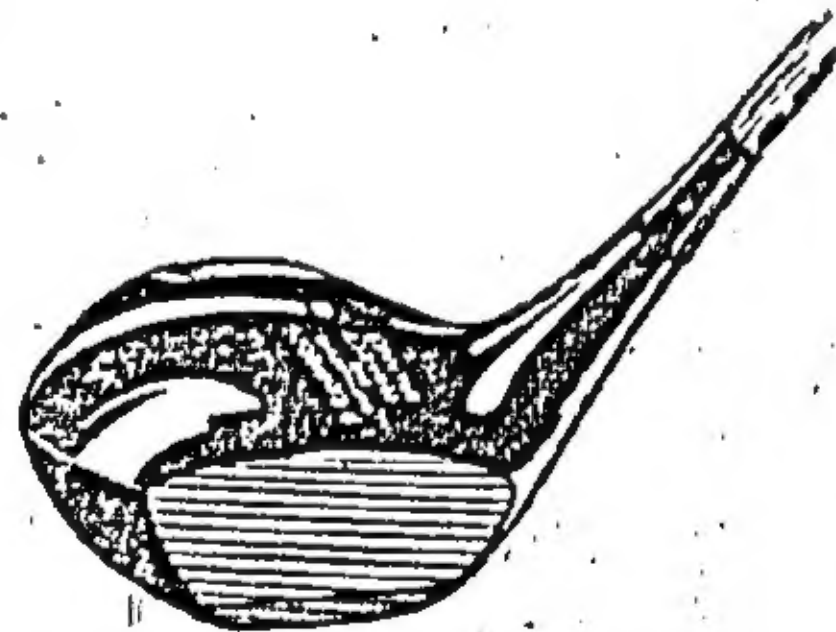
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The
Hongkong Telegraph.

SATURDAY, OCTOBER 27, 1928

WATER SHORTAGE.

The Colony's long spell of good fortune in the matter of rainfall has at last been broken, and, with the dry season now begun, it has been found necessary to put drastic restrictions into effect for the purpose of safeguarding the available water supply. These, as stated yesterday, will operate as from Wednesday next, when all water to houses, in what are known as the rider main districts will be cut off, and householders will have to rely solely on supplies from street fountains. Captious critics will no doubt assert that Hongkong is now suffering from the shortsightedness and procrastination of the authorities, who ought long ago to have prepared for such unfavourable conditions as now prevail. But whilst it is true that there has been much unpardonable delay, no good purpose will be served by moaning over past shortcomings. We have to face the situation as it is and make the best of things as they are.

The new restrictions will hit the Chinese community most, although those living in districts where the supply is metered will not be affected by them. It would, of course, be fairer to everybody concerned. If all sections of the community were treated alike in this matter. The Government realises that point when it states that it is not fair or reasonable that one section should bear the entire burden of the restrictions. But there are various reasons why metered property should not, except as a last extremity, be brought within the rationing scheme. These were fully set out in the statement issued by the Government yesterday, and a careful analysis of that document will show that the points raised are not easily to be disposed of. In this regard, the increased difficulties which would be encountered in coping with outbreaks of fire are especially important. But if the whole community is not to be rationed at the moment, it is to be hoped that those who enjoy continuous supplies in their houses, and in offices as well, will co-operate with the Government by making a really sincere effort to limit usage of water to the bare necessities. There are many ways in which economy can be practised, but they call for personal attention

on the part of householders. Failure to help in bearing the burden will only react on those who neglect their duty to the community, for the Government can easily check the meter readings and know whether or not any attempt is being made to economise.

The rider main districts, which come within the scope of the latest restrictions, comprise the densely populated parts of the city, both east and west, but exclude the main business centre. About two-thirds of the population of the island are affected, but although they will have no supplies in their houses, a 24-hour supply will be available from the street fountains. It is to be presumed that no more water than is actually needed will therefore be used. To be effective in other districts, rationing would have to be extremely drastic in the matter of hours of supply; even so, past experience, in Kowloon, has shown that much wastage occurs under this method. Those residing in districts served by meters are now being put upon their honour to do their part in an effort to somewhat equalise the burden. If they fail to heed the appeal, the Government will have no alternative but to enforce compulsory restriction all round.

Nanking Methods.

The pressure exerted by a Nanking political group, said to be headed by Mr. Sun Ka, to secure the convening of the Kuomintang Delegates Congress in the new year, was regarded with grave suspicion by a well-formed Chinese correspondent, writing on Thursday. The fear was expressed that the Delegates Congress, which nominally directs the policy of the Central Executive Committee and of the Central Political Council, would be used as an instrument for interfering with the ambitions of those at present in control of the country's affairs and for playing havoc with the constitution of the new National Government. It is safe to assume the feeling of apprehension would not have lacked foundation, but for the all-important fact that the leaders of the Government are equally anxious for their own preservation. We now learn, through the same correspondent, that the methods by which delegates to the National Congress are to be selected, which effectively dispose of the prospect of antagonism to the Government. The cities and districts represented at the Congress will be permitted to appoint a certain number of their delegates, while the C.E.C. will appoint an equal number to complete the respective quotas. The C.E.C. has granted itself the power of selecting all the delegates of places where Kuomintang branches are non-existent. Such remarkable regulations are significant to say the least. The present leaders will control at least half the votes, if not a majority, by order. In such circumstances, the C.E.C. could well afford to withdraw resistance to the plea for the National Congress. The younger Radicals have received another setback in the decision to reinstate members of the old Tung Ming Hui, a decision which will further strengthen the hands of the present leaders. Whether the general feeling of the country will permit such dictatorship for long is a moot point. The Government, it is clear, by recent actions is not far removed from despotism, and it matters little whether the despot be an individual or a group. It is notable, however, that while Marshal Chiang Kai-Shek's ambitions have been realised in many directions, he has been checked on points of considerable importance, on which he has found it impossible to defy his opponents. He might well take a lesson from the fate of M. Kerensky. The leaders of the Government following Chiang may repeat this method of solving their difficulties, but the ultimate result is bound to be constant trouble, with the Radicals steadily gaining in strength.

M. Leon Perrier, Minister of Colonies, was involved in a motor-car collision in the region of La Mure (Isere), recently and had his right arm broken. M. Perrier had gone to preside at the opening of the Bonne val d'Arc, on the railway that is being built between La Mure and Gap. Chaudes Alpes Department. After the banquet he decided to proceed by car to a locality where floods have recently done much damage. On the road the car came into collision with another vehicle, and both the Minister and a member of the Departmental Council were injured. They were taken to a neighbouring hotel to receive attention.

DAY BY DAY.

I TAKE IT TO BE A PRINCIPAL RULE OF LIFE, NOT TO BE TOO MUCH ADDICTED TO ANY ONE THING.—Terence.

New regulations under the Forfeiture Ordinance appear in the Gazette.

Mr. E. P. H. Lang has been appointed to act as Deputy Registrar of the Supreme Court.

Mr. J. S. MacLaren has been appointed an Assistant to the Secretary for Chinese Affairs.

The fees and conditions for hawkers' licences are given in the Gazette. There are four classes.

Mei Lan-fong, the popular Chinese actor, and his party arrived in the Colony yesterday on the President Taft.

The Gazette gives details of the annual fees for licences under the Tobacco Ordinance as from January 1st next.

Messrs. Haskins and Sells have been added to the list of qualified auditors under the Companies Ordinance.

About Hong Kong.

Do you know that—

The first ship to be built in Hongkong was the s.s. Celestial.

She was of 80 tons and was launched in February, 1843, by Captain Lamont at his patent slip at East Point.

By 1848, from 15 to 30 European vessels were annually registered in the Colony.

It is notified that the names of the Chinese Almanac Advertising Company, Limited, and of the Man Wing Steamship Company, Limited, have been struck off the Register.

The death is announced of Mr. G. R. Mills, senior partner of the publishing house of Mills and Boon, Ltd. He married, in 1912, Rose Shawood Anderson, daughter of the late John Graham Anderson, of Hongkong.

The management of the Palace Hotel, Kowloon, writes:—It is hardly necessary for the Palace Hotel to disclaim all association with the so-called "Palace Hotel Financial Corporation." We understand that the principal is still conducting business in the timber yard.

A new ferry company, with boats to run between districts in the New Territories, including Cheung Chau, Tai O, Castle Peak, Taun Wan, and Aberdeen, has been formed by Mr. Li Yau-tsun, Chairman of the Chinese General Chamber of Commerce, Hongkong, and other local Chinese merchants, with a capital of \$250,000.

Three lots of Crown land are to be sold by auction at the P.W.D. offices on November 13th. There are New Kowloon Inland Lot 1184 (2,193 square feet, upset price \$3,200), New Kowloon Inland Lot 1185 (about 4,580 square feet, upset price \$6,870), and Kowloon Inland Lot 2163 (about 76,500 square feet, upset price \$38,250).

Lovers of Japanese art should visit the Exhibition of paintings and water colours now being held at the Morning Post Building, Wyndham Street. The collection of paintings by Yamamoto reveals the artist to be possessed of originality and ability, and the opportunity of securing one of these examples should not be missed as they are naturally limited. The Exhibition remains open until 6 p.m. (including to-day) for the few remaining days.

EXCHANGE RATES.

	London, Oct. 26.
Paris	124.10
Geneva	25.20
Berlin	20.35
Oso	18.19
Helsingfors	19.24
Athens	47.75
Buenos Aires	2/0 1/2
Hongkong	4.84 31/82
New York	12.095
Amsterdam	18.15
Stockholm	34.495
Vienna	107.4
Lisbon	80.24
Bucharest	1/6 1/2
Bombay	1/11 7/16
Yokohama	84.89
Brussels	92.55
Milan	18.19
Copenhagen	16.3
Prague	5.29/82
Madrid	30.105
Rio	5.29/82
Silver (spot)	26.8/16
Shanghai	2/7 1/2
Silver (forward)	26.16/16

—British Wireless.

THE PEOPLE NEXT DOOR.

Neighbours Who Do Not Borrow or Annoy.

"One half of the troubles brought to this Court seem to be quarrels among neighbours," said a Home Magistrate after listening to a grievance against "the people next door," adding that insane jealousy was as great a social evil as drink. But while this may be true of certain districts, which have not changed their character and probably never will, it is a fact that the spirit among neighbours has improved remarkably since the war.

Those who are competent to judge declare that this improvement is true of the whole country. It is one of the few blessings we can safely ascribe to that great upheaval, for the human tolerance and goodwill born during those years of strain and anxiety has undoubtedly survived the peace.

One of the most interesting changes appears to be that neighbours have taken to heart the counsel of Shakespeare, "neither a borrower nor a lender be." The borrowing of the lawnmower, or the carpet sweeper, or some other domestic articles has provided innumerable material for comic artists and comedians. But it had its unpleasant side, for some years ago this neighbourly habit was a constant source of friction, and Court records show that it was also a most common cause of bitter litigation.

Nowadays neighbours do not borrow but own. The householder can go into the back garden with safety, quite sure of not suddenly hearing a voice over the garden wall asking for the loan of something he would only reluctantly lend. It simply isn't done.

The manager of an estate comprising more than a thousand small houses said tenants had changed their nature. His estate had been occupied for nearly four years, and during the whole of the time he had known only one quarrel which caused any annoyance to other neighbours.

"We find people better natured and less quarrelsome," he said. "Once, as those who have done any rent-collecting know too well, the calls could not be made without having to listen to complaints about neighbours. In most instances it would be found that the trouble began in too much familiarity when borrowing each other's garden tools or such things. Forgetfulness about returning led to aloofness, and then usually ended in a quarrel. In this respect habits have changed. I think the hire-pur-

BERLIN UNIVERSITY STUDENTS.

LARGE NUMBERS ARE FROM ABROAD.

Among the 80,000 young people attending courses at the various German universities there are more than 7,500 belonging to non-German countries. Their percentage in the University of Berlin alone is about 25% of the whole number of students there, i.e., some 2,000 or 2,500 out of a total of 8,000 to 10,000 matriculated students. They enjoy the same rights and privileges as their German fellow-students and are represented by a special body of their own, the so-called "Corporation of Non-German Students at the University of Berlin," an organization which looks after the interests of all the foreign students residing in Berlin in regard to their dealings with the university administration, the professors and lecturers, and the other students.

Whenever these foreign students desire an extension of existing curricula with a view to the special interests of some foreign country or countries, whenever they need the assistance of the university authorities in connection with some academic interests of their own, and whenever joint measures are considered advisable for some reason similar to what has just been said, the Corporation referred to applies to the competent officials of the University who invariably treat their applications with much consideration. Similar organizations are also in existence in other German universities. They generally work in close co-operation with the committees appointed by the Students of German nationality, but always in such a manner that their independence remains intact.

In some universities it is customary for the students belonging to one or more countries to entrust one of the university professors with their representation. The gentleman selected, in the majority of instances, has a first-hand knowledge of the country or countries concerned, so that he is in a position to enter into the

chase system has something to do with it. People can get such luxuries as lawn-mowers and vacuum sweepers for themselves without hardship. Then they take a greater pride in their homes. What with more gardening, and sport, and cheap ways of getting out and about tenants see less of each other and have less time for gossiping. This has all helped to make neighbours get on better.

In a Court case recently, one woman said of her next-door neighbour that "she would be a very nice neighbour if she wasn't playing the piano morning, noon, and night."

And oddly enough, this touches the one universal flaw that remains. The one common cause of discord among neighbours is now harmony.

According to a solicitor who has a large Court practice, fully 80 percent of the cases in which householders want to take summonses or take proceedings against neighbours, arise from musical differences. These differences have greatly increased, and of course the gramophone and the popular home jazz sets are chiefly blamed.

Here are a few typical grievances recently brought into the Courts. A daughter who practised the piano at six every morning before she went to business was the cause of a complaint lodged by neighbours who complained that it robbed them of two hours' sleep. A family with a jazz set which was kept going every night and into the small hours of the morning. A man who sang the most miserable songs for sheer cussedness, and his son who was learning the violin. A young woman who taught music and singing, and was described by her harassed neighbour as "making noises in the house all day long."

In fact, those who can speak from extended experience of property control agree that music, both vocal and instrumental, good and bad, has taken the place of drink and scandal and borrowings as a cause of neighbourly differences. It has become the chief source of friction. The Courts are being constantly appealed to, to grant injunctions against some "people next door" who insist on burning the midnight oil over the piano or the jazz set. Yet Sir Thomas Beecham recently implied that as a musical nation we are lazy!

H. H.

mentality of those whose spokesman he is, and to give them proper advice in regard to any kind of questions relating to their general plans of study, their special subjects, and the best way of utilizing their stay in this country. As a rule, the lecturers on the language and civilization of the foreign countries concerned are also intimately acquainted with the latter, of which, indeed, they are themselves natives in some instances.

Numerous organizations have been set up by the students' associations everywhere for the provision of meals at very moderate prices (ranging from 20 to 80 pfennigs). In addition to these, there are many privately owned establishments in the neighbourhood of the university schools and colleges where students may obtain meals at prices between 80 pfennigs and 1.00 mark. Several of the big restaurants offer reduced prices to students, and there are also a number of free places that are at their disposal. Plenty of good food may be had at the Alexander-von-Humboldt-Haus where only 80 pfennigs are charged for a meal. Foreign students of moderate means may even obtain simple-course meals at as low a price as 30 pfennigs at the Humboldt-Haus.

No charge is made to matriculated students for the use of the big public libraries (State Library, University Library, Municipal Libraries, Library of the Chamber of Commerce, and others). The same applies to the newspaper and magazine reading rooms and libraries containing books on bolles letters maintained by the students' own organizations. Every foreigner entering Germany for studying purposes is cordially welcomed, as it is hoped that his stay will furnish him with a variety of impressions from which he may benefit throughout his life. Germany gratefully recognizes the hospitality with which her nationals are treated abroad, and she would like to reciprocate it to the best of her ability.

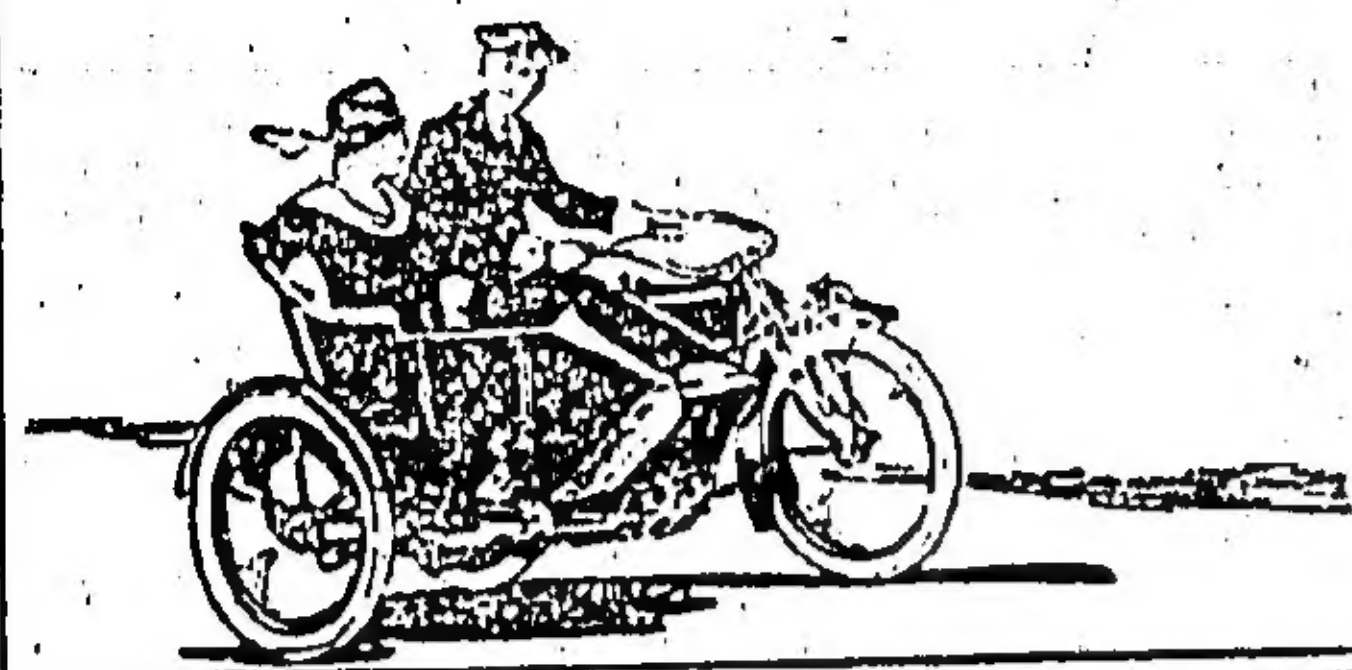
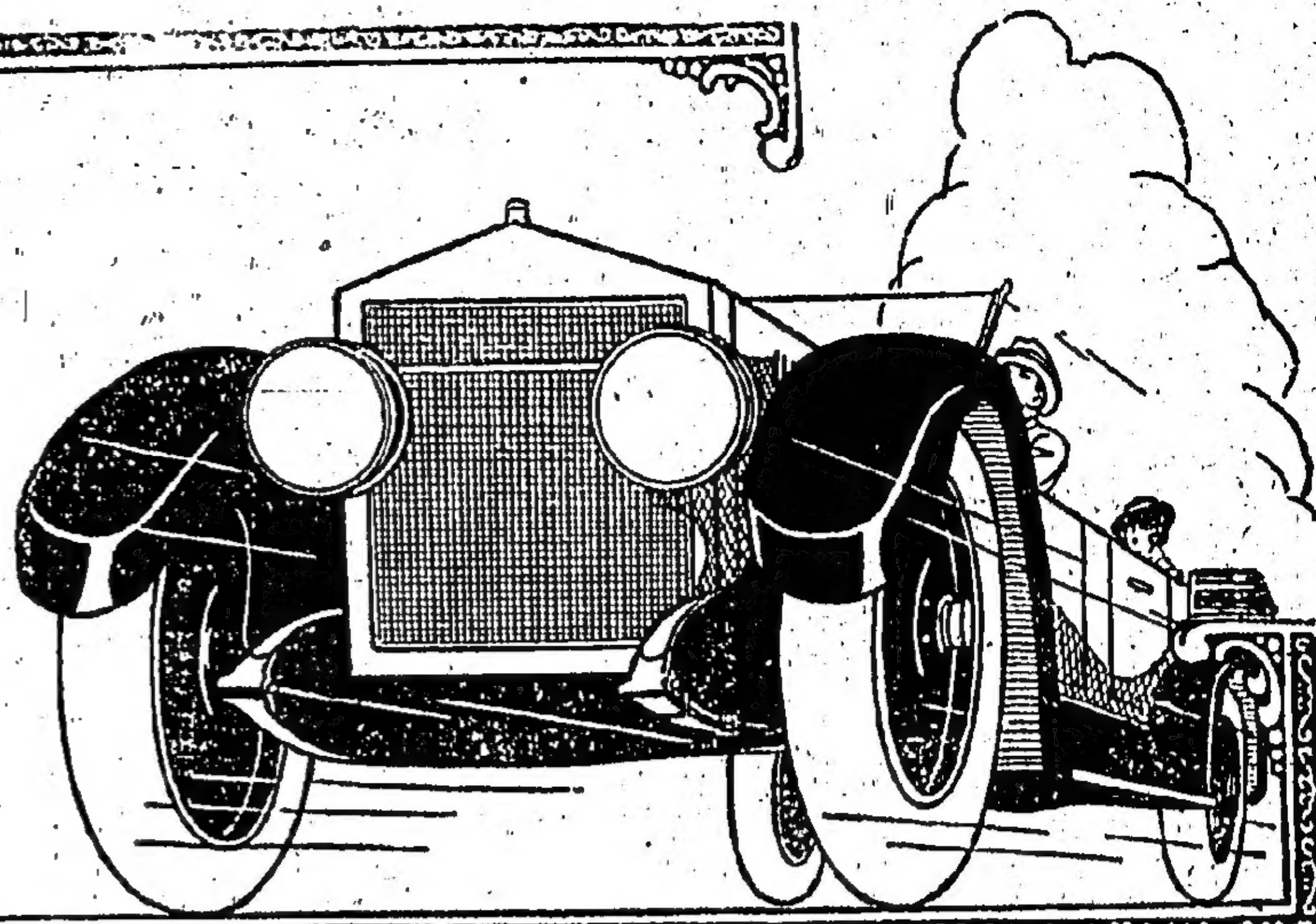
Superintendent W. Davis, of Aldershot, who has retired after 40 years in the Hampshire Police, when a constable, arrested seven poachers, single-handed, roped them together and took them to the Remsey police station.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 27th OCTOBER, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Headlight Glare.

Referring again to the question of dimming, it has been suggested that we emphasise the need for drivers to refrain from looking directly at on-coming headlights. This aspect is certainly an important one, because the majority of experienced drivers will know how unwise it is to risk one's vision becoming blurred as the result of the dazzle from another car's lamps. As a matter of fact, dimming becomes unnecessary providing the driver does not endeavour to ascertain the position of the approaching car. If the road is sufficiently wide for two cars to pass, it should be the business of each driver to keep his eyes to the left of the road which will be adequately illuminated by his own lights. The other car's lamps will then in no way confuse him.

Peak Tram Station.

Work has been in progress for some time now on the improvement to be effected on Garden Road in the vicinity of the lower Tram Station. As mentioned previously in these notes, by widening the footpath immediately below the Station, it will be possible for motor cars to pull in off the main flow of traffic in order to discharge passengers for the tram. When completed, the work will render Garden Road a much safer thoroughfare.

A Light Needed.

At the junction of Garden Road and Kennedy Road it is almost impossible to observe the traffic constable's signals by night, owing to the lack of illumination, and the erection of an overhead light would be of the utmost assistance. The constable stands out in the centre of the roadway, and even although he wears white armbands, motorists have the greatest difficulty in seeing him. Much traffic passes this point, and effective lighting would minimise the present risk of accidents occurring.

H.K.A.A. Dinner.

The annual dinner dance of the Hongkong Automobile Association will be held at the Peninsula Hotel on Friday, December 14th. This will be the first public function at the Peninsula, and it is expected that a large number of members and friends will be present. Booking will open shortly at the Hongkong Hotel, where a seating plan will be on view.

Traffic Lights.

There appears to be a general misconception with regard to the traffic signalling lights at the foot of Garden Road. It should be clearly understood, that traffic descending and turning to the left into Queen's Road, need not observe the signals. As a matter of fact, the same rule applies to any road where cutting across a line of traffic is not necessary. The other evening, we noticed a line of six or seven cars, needlessly waiting at the foot of Garden Road, because, as it so happened, every one turned on the left into Queen's Road. Owners should make a point of instructing their chauffeurs to this effect.

Traffic Police.

It would be a good idea if traffic policemen were detailed to the same post daily, for the simple reason that they would then become accustomed to the particular problems arising at that particular locality, and the regulating of traffic would become standardised. Motorists would find such a system beneficial in that the method of control exercised by the same constable daily, would be better understood, and to some extent, anticipated.

Inaccessible Roads.

We have heard complaints concerning the difficulty in transporting patients to the Barker Road Hospital by car, it appearing that two cars were stopped by the police because the drivers were not in possession of a permit to use the road. It is therefore as well to mention that all private

cars wishing to drive along the Barker Road, must first obtain special permission, and there can scarcely be any objection to this rule. Residents wishing to use the road for the purpose of taking a patient to hospital, should first of all secure the necessary permission, which we are sure will be immediately granted. Of course, in special and urgent cases, there might not be time to communicate with the police, and in such extreme cases, we think that police officers on duty in the neighbourhood, should exercise discretion before ordering a vehicle to return. In any case, it is quite easy to report a car using the road, when the subsequent enquiry would reveal whether there was adequate justification for acting without the requisite authority.

An Improvement.

Following on a suggestion by the H.K.A.A., a much needed improvement has been effected at the junction of Park and Robinson Roads. Hitherto, a narrow wall has divided these thoroughfares where one turns into the other, and drivers have experienced trouble owing to the fact that it was impossible to see other vehicles taking the turn, and at the same time, the wall had the effect of deadening the sound of the horn. The wall has been taken down for a certain distance, and in its place railings have been erected, thus giving drivers a clear view of the corner. The alteration will be much appreciated by those who use these roads frequently.

Caution Needed.

The utmost caution should be exercised between the Wanchai Market, Queen's Road, and Stubbs Road. Road improvements are being effected, but some drivers display such recklessness that it is surprising that serious accidents have not been recorded. Until the work is completed, fairly slow driving is desirable.

Borrowed Cars.

In a recent English newspaper, we read of a remarkable decision awarded in a case of car borrowing. It appeared that a young man had taken possession of a car which did not belong to him, driven it some miles out in the country, and there abandoned it. The incident was accepted as a foolish escapade, and the culprit allowed to go without suitable punishment. It is surely logical that a man who takes unauthorised possession should be charged with stealing, there being absolutely no reason for the police to assume that the car was only borrowed merely because the thief abandoned it later. According to such legal reasoning, it would seem that there is no reason why a pick-pocket who extracts a man's wallet from his coat in a crowd should not plead that he merely intended to borrow the money and contemplated returning it!

EIGHT-YEAR LIFE.

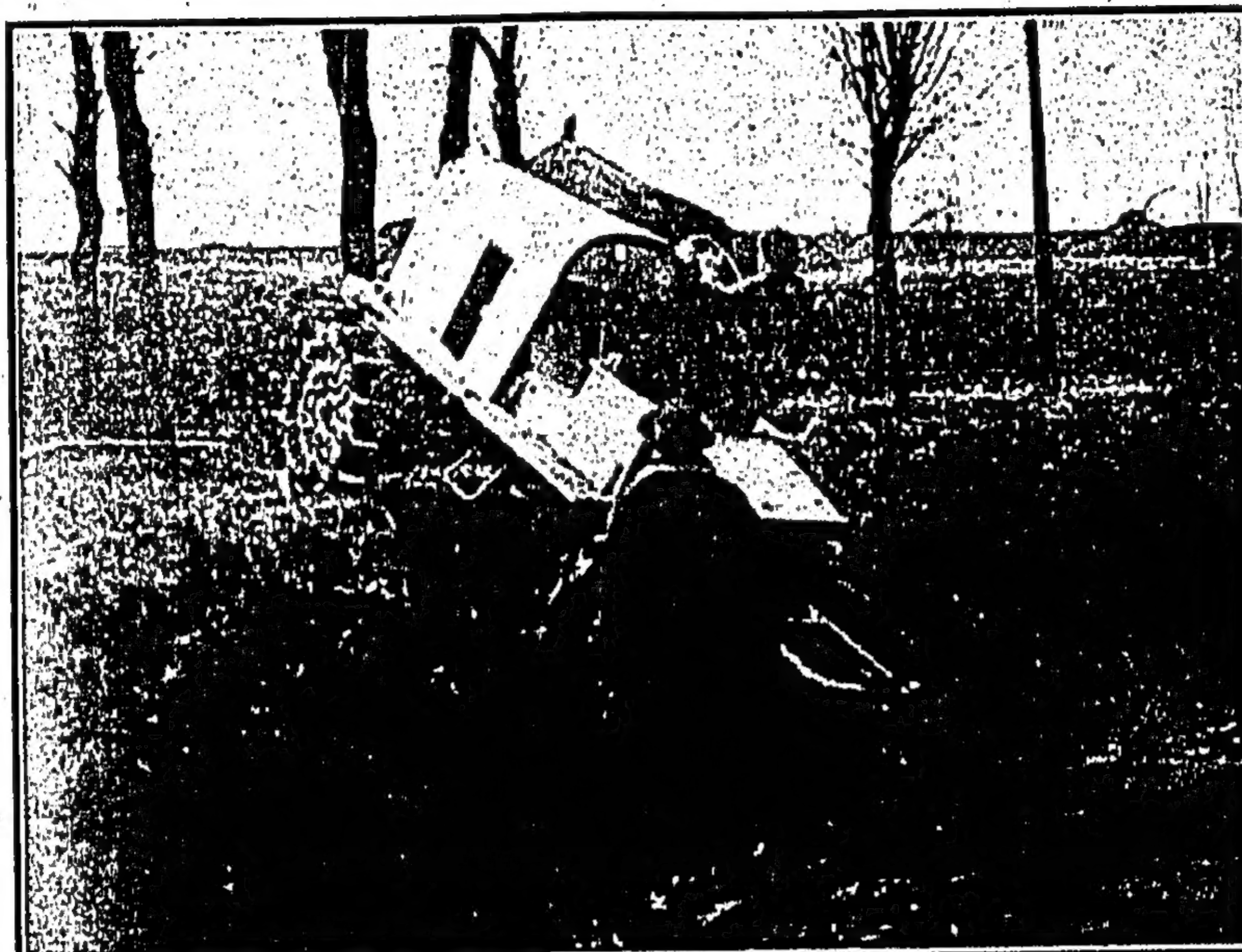
Average for Cars.

GOOD ROADS BOOST.

How good roads decrease motor-vehicle costs is statistically shown by the report of the American Road Builders' Association, which declares that the average life of a car in that country has been increased by 14 per cent. as a result of good roads. During 1927, a total of 1,825,581 motor vehicles went to the scrap heap. This was 12.95 per cent. of the total registration at the beginning of the year, and indicates that should this average be maintained, the entire stock of cars would be replaced every eight and one-fourth years.

The average life of a motor vehicle was formerly estimated at seven years.

HIGH AWARD SECURED BY BRITISH TRACTOR.



The Latil T. L. Type of tractor climbing a steep bank.

An award by the Royal Agricultural Society of England is an event of considerable importance and is now only made after the most searching investigation. This year there were four awards for new implements, one only being a Tractor award. Referring to this subject at the time of the Society's Show at Nottingham, "Motor Transport" expressed the opinion that the R.A.S.E. silver medal, for instance, might be compared with an honours degree in engineering at London University and must not be classed with the showy medals and diplomas often distributed broadcast by exhibition promoters.

It is certain, therefore, that any implement or machinery to which this important award has been given is well worth close examination. At Nottingham this year Latil Industrial Vehicles Ltd., were awarded a silver medal for their "TL" type tractor, which is full of interesting features, making it particularly suitable for agricultural purposes in Overseas districts besides timber hauling and ordinary road haulage.

Briefly this tractor has a 4-cylinder engine of 17.9 h.p. Special attention has been paid to cooling which is effected by pump; a large capacity radiator is fitted with belt driven fan. The gearbox unit is most ingeniously arranged into two compartments, the forward of which contains three forward and one reverse set of gears, the rear portion a high and low ratio set, thus giving a total range of six speeds forward, and two reverse. Further, power is conveyed from the gearbox by an auxiliary shaft to a capstan or pulley mounted at the rear of the chassis.

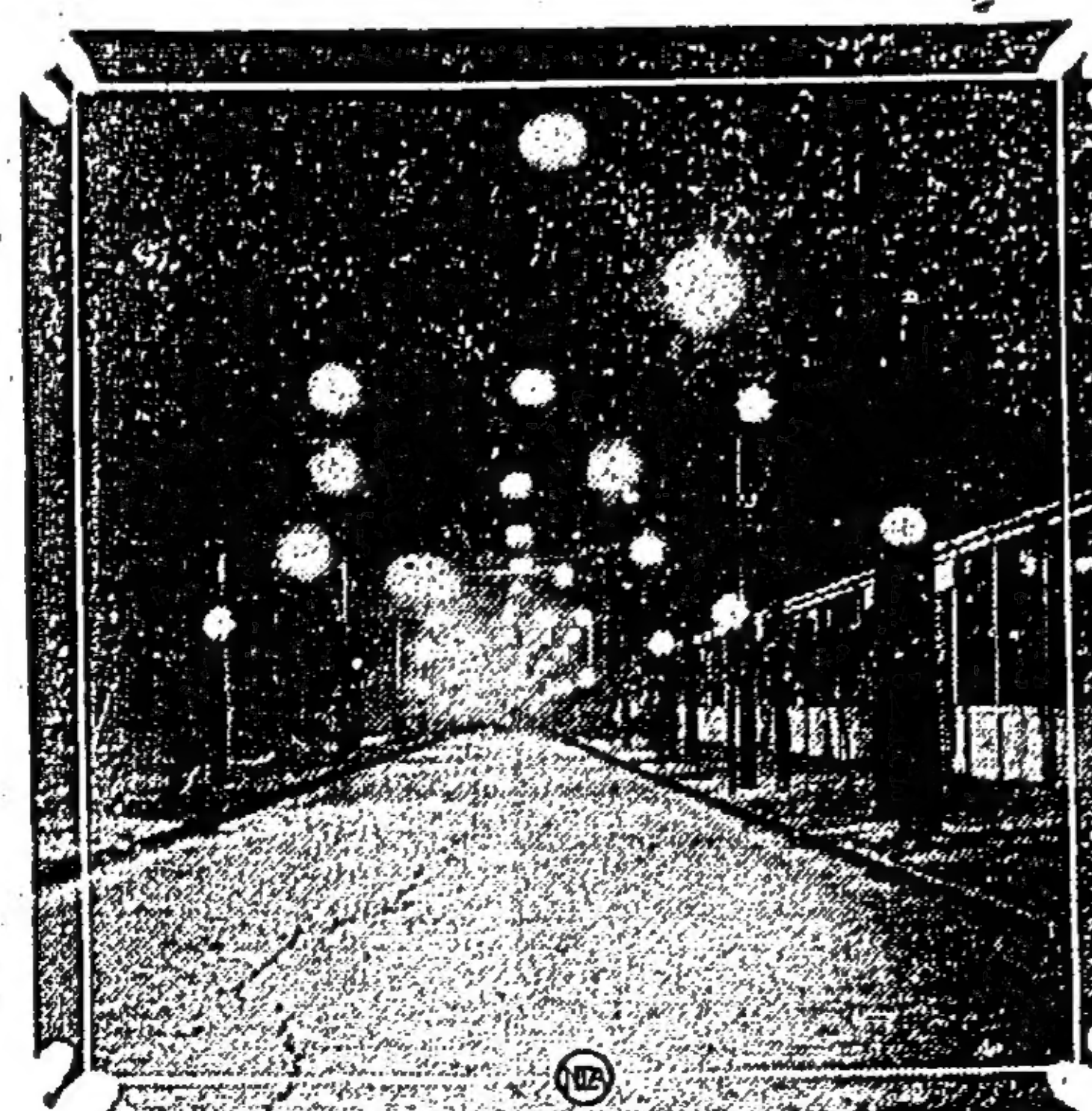
Steering is on all four wheels, giving an extremely small turning radius and rendering the machine particularly easy to manoeuvre in confined spaces. The back and front differentials can be locked simultaneously by a single control lever from the driving seat, enabling the tractor to extricate itself even in the most difficult ground. Disc wheels fitted with giant pneumatic tyres are used for road work, but the tractor can be mounted with folding spuds, or adhesion blades, which take only between two and

three minutes to put into or out of action.

For use on soft ground the tractor is employed without ballast and as its weight, approximately 37 cwt., is distributed equally to the four pneumatic tyres, the crushing effect to the sub-soil is minimised. Petrol consumption on the land averages about 2 gallons per hour. Obviously besides ploughing such a machine could very usefully be employed on a variety of harvesting operations as well as mole draining and haulage of such heavy crops as sugar beet.

For road haulage the Latil "TL" type tractor, ballasted with 25/30 cwt., according to the load, will haul useful loads of 10 tons on "give and take" roads at an average speed of 11-12 m.p.h. and at a petrol consumption of 5 1/2 m.p.g. With the four-wheel drive and four-wheel braking the maximum adhesion is obtained both when pulling and overrunning while the four-wheel steering enhances the capacity for manoeuvre of the tractor and its following trailer load in confined areas.

NO NEED OF HEADLIGHTS HERE.



No chance for a traffic accident on this street. It's probably the most lighted street in America, for it consists of 40 different systems on as many circuits. Yet it's an out-of-the-way street in Cleveland, O. The National Lamp Works of the General Electric Company maintains this street to demonstrate various street lighting systems to city lighting engineers.

WOMEN SPEEDSTERS

Long Motor Race.

WINNERS' 43 M.P.H.

The first motor road race, exclusively for women was staged recently in the U.S.A.

The route, from New York to Chicago, was 931 miles, and the time of the winner, Miss L. M. Willard, was 22 hours 48 minutes, an average of 43 m.p.h. She drove a Stutz Black Hawk.

There were thirty competitors in the race, which was sponsored by the New York Women's Automobile Club, and all completed the journey.

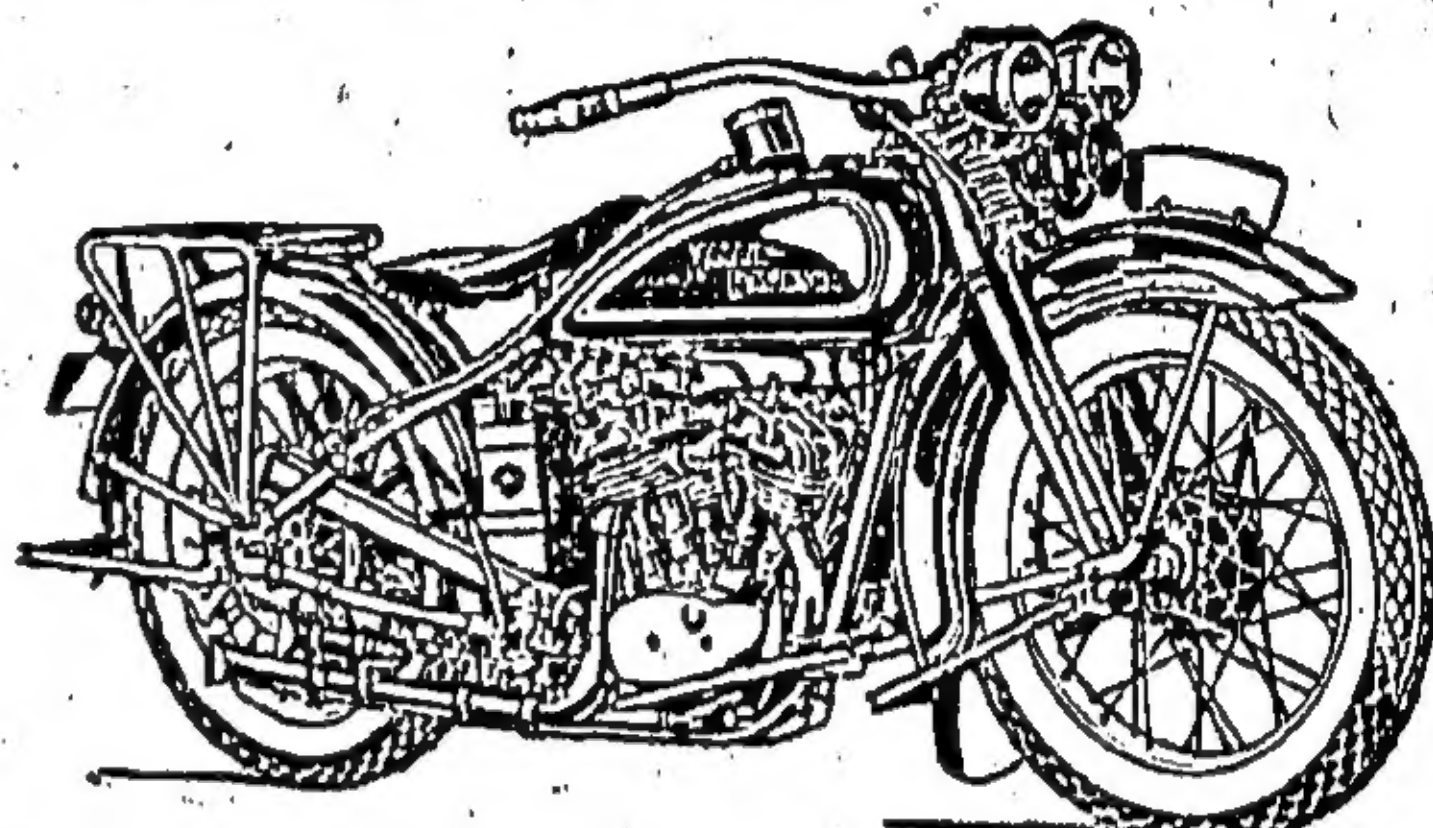
THROUGH THE NIGHT.

Tractors Lengthen Days.

Though it seems an offence against the ideals of a 44-hour week, farmers in Pennsylvania (U.S.A.), have over-ridden the antique idea that work should stop at sunset, and now toil on long after dark.

Motor tractors have superseded horses for farm work, and by equipping their tractors with powerful headlights, farmers now plough and harrow and reap until midnight without asking favours of sunlight.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

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STOCKS CARRIED

INCREASED ECONOMY.

Supercharger with Two-cycle Motor.

THE NEXT STEP.

New York, Sept. 24th.—The next step in the economy of motoring will be adoption of the supercharger, predicts Louis Schwitzer, automotive engineer. And with this innovation will come the two-cycle engine, replacing the present four-cycle motor and further reducing the cost of motoring.

"The supercharged engine will increase the economy in road miles per gallon of fuel," says Schwitzer. "It will lead to a successful, flexible and economical two-cycle engine, which in my opinion is the ultimate engine for automotive work."

A supercharger is an apparatus applied to a motor that forces the fuel mixture into the engine when it is going so fast that it could not of its own accord draw in sufficient of the mixture to keep it running properly.

"Probably 80 per cent. of all passenger automobiles are driven 90 per cent. of the time at less than 35 miles an hour," says Schwitzer. "The average car, travelling 30 miles an hour, requires from 12 to 15 horsepower. Most of the engines used in these cars will develop from 55 to 65 horsepower."

"Why are such large engines used? Because excess power is necessary for acceleration and hill-climbing."

"Much smaller engines can be used if they are equipped with superchargers. The advantages are manifold. For the same car speed and engine speed, the inertia forces and bearing loads will be smaller, the engine life longer and the maintenance cost less."

"The fuel economy will be better on account of longer periods of operation with nearly full-open throttle when running without a supercharger. Better acceleration will be obtained and top speeds will be reached more quickly."

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
DEFINITENESS IN ARM SIGNALS.

While most drivers have become pretty well habituated to using the arm for signalling following traffic, only a moderate proportion of them make well differentiated signals. The majority of operators still confine themselves to one simple sign—that made by merely extending the left arm—which is used to indicate intended slow-downs or stops and both left and right-hand turns. This is nothing more definite than a general cautionary sign, signifying a proposed change from regular forward movement, but every driver can assist in rendering motoring safer by making this left arm signal mean something more explicit and definite. So far as the following operator is concerned, the left turn signal of the preceding operator is of most importance, his slowing or stopping signal is nearly as important, but his right turn sign of much less significance. Some diversity of practice exists in different sections, but it appears that drivers in large cities are more and more tending to adopt and use uniform signals and that these will, in time, become generally used. Of these, the slow or stop sign is a simple horizontal extension of the arm, which is held rigid as long as necessary and the left turn sign is made by extending the arm and making a definite left pointing motion with the index finger. The movement in itself calls attention to this important signal. The right turn signal, which also

serves to inform the following driver that he can safely pass consists of extending the arm and making a rotary motion with the hand, at the wrist. It is of the utmost importance that every motorist should make his arm signal indicate unquestionably whether he intends merely to slow down or whether he proposes to turn left. Many accidents have happened through failure to do this, but many future ones can be forestalled, if a definite left pointing gesture is always used, well before a turn to the left is made, while the motionless extended arm is reserved for warnings of slow-downs.

Inoperative Clutch Spring.



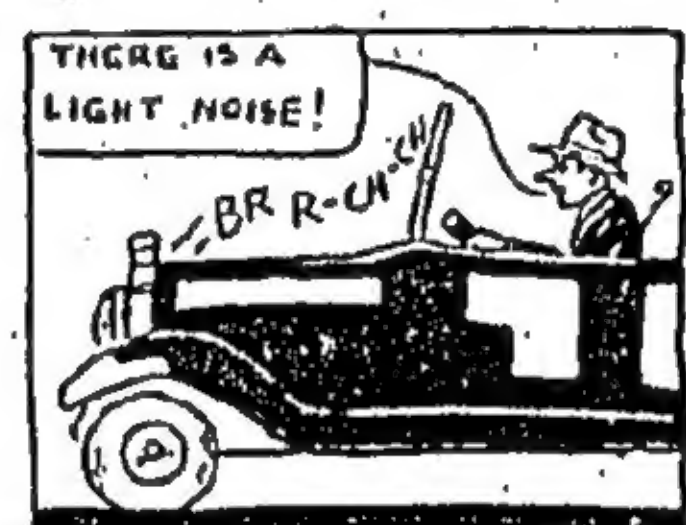
Question:—The clutch-pedal of my car, after being pushed forward, fails to return and the clutch does not engage until I pull the pedal back and hold it there, which makes driving very inconvenient. What is the cause of this?

Answer:—The spring which is provided to engage the clutch evidently fails to act. This may be because it has lost its elasticity, or has broken or because the pin, which holds the spring in compression, has broken or dropped out of place. You will probably have to remove the transmission and take off the clutch operating mechanism before you can find out what the trouble is.

Quality of Gasoline.
Question:—Is it better for a gasoline engine to run on high-test gas than to run it on ordinary gas?

Answer:—It makes no difference as to the welfare of the engine, which fuel is used, so long as the quality of the lubricating oil is always kept right.

Loose Wrist-pins.



Question:—There was a knock in the engine of my car and I had the bearings tightened, but the garage man told me that new wrist-pins also were needed. Now I get a light chattering knock around 35 to 40 m.p.h., which nearly disappears at higher speeds and the engine runs as quietly as could be expected. Is this knock from the loose wrist-pins?

Answer:—Very likely. Loose pins often make a noticeable noise at speeds around 30 m.p.h. and quiet down at higher speeds. If you can hear a noise attributable to the pins, when the engine is idling, it is highly probable that the chattering knock at 35 m.p.h. is due to them. The noise from loose pins is annoying, but it indicates no condition dangerous to the engine, so that you can take your time in having new pins put in.

BRAKE TESTING.

Studebaker Proves Efficiency.

Tests recently conducted at Studebaker's proving ground revealed some interesting facts concerning the stopping power of the amplified action four-wheel brakes which are standard on all Studebaker and Erskine models, according to a report received by Chester N. Weaver, local distributor.

Using as a basis for the tests the approved chart of the American Automobile Association safety code, it was discovered that stock Studebaker models not only meet the A.A.A. braking requirements fully, but at every speed listed will stop the cars in less than half the distance called "safe" by the code.

At 10 miles an hour Studebaker brakes will bring the car to a complete stop within four feet, whereas the A. A. A. code recommends nine to twelve feet. At 40 miles an hour a Studebaker can be brought smoothly to a complete stop in a trifle over seventy-one feet. The A. A. A. figures are between 148 and 200 feet.

Nash New "400" Series Important Features.

Three series.
16 enclosed models, 6 open models.
4 wheelbase lengths.
Salon bodies.
Twin Ignition motor.
Aircraft type spark plugs.
High compression.
Bonnalite aluminum pistons.
(Invar struts)
7-bearing crankshaft.
(hollow crankpins)
Houdaille and Lovejoy shock absorbers.
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Torsional vibration damper.
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(lubricates 21 vital parts by 1 stroke)
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Shorter turning radius.
Longer wheelbase.
Easier steering.
Body rubber insulated from frame.
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FREE RIDE FOR PROSPECTIVE BUYERS



Twin Ignition.

CHARACTERISTICS—
More power and greater speed.
Fuel Economy.
Easier Starting.
Thorough Combustion.
Uniform power impulses.
Higher compression with absence of spark knock.
All cars with spare tyre and complete set of tools.

NASH STANDARD SIX:
Touring.....\$91.200
2-door Sedan.....1,325
4-door Sedan.....1,350
Cabriolet.....1,385

NASH SPECIAL SIX:
Touring.....1,450
2-door Sedan.....1,405
4-door Sedan.....1,435
Cabriolet.....1,515

NASH ADVANCED SIX:
7-seater touring.....1,750
7-seater 4-door Sedan.....815

STOCKS CARRIED.

Prices for other models on application.
Spare parts in stock.



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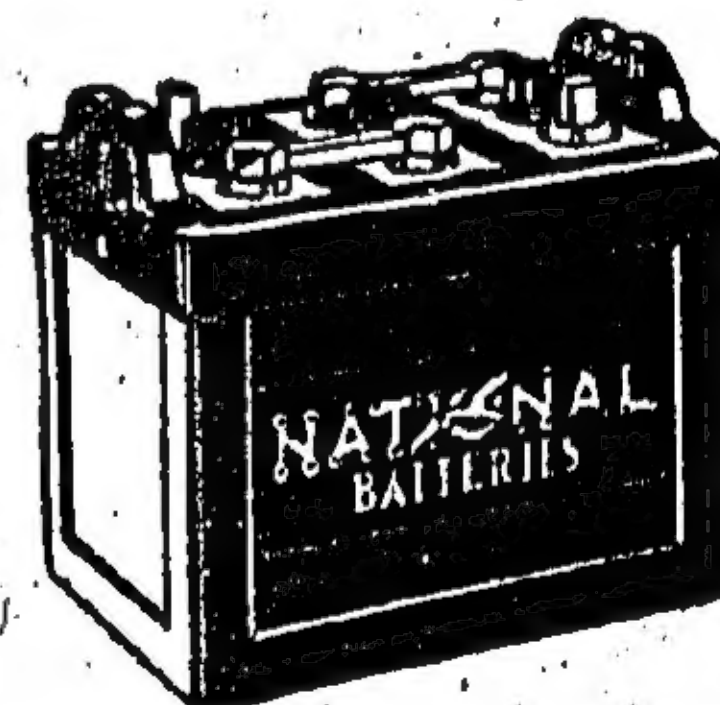
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TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6,	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

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BIG SHIPMENT ARRIVED.



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CATCH THEM YOUNG.

Teaching Road Rules.

Instruction in traffic and safety regulations is now compulsory part of the curriculum in seven of the United States of America, and the American Automobile Association is striving to have the subject taught in every school in the country.

Teachers are required to give at least one half hour every fortnight in the ways and means of preventing accidents and a digest of the traffic laws.

GAS TAX PROFITABLE.

The three-cent gasoline tax in California will bring the state a total of \$32,000,000 in 1928, it is estimated. The addition of one cent to the tax last year has caused a considerable increase in revenue.

FEW MAKES, BIG CHOICE.

Although there are only 44 makes of cars in the United States, we have a choice of 765 different models, according to a recent compilation. These range in price of from \$385 to \$12,500 a car.

NEW BEAUTY

BACKED BY

98 OFFICIAL RECORDS

DRIVE the new Studebakers—then you will realize why Studebaker holds more official stock car records than all other makes combined, including the world's greatest record for sustained speed... 25,000 miles in less than 23,000 consecutive minutes.

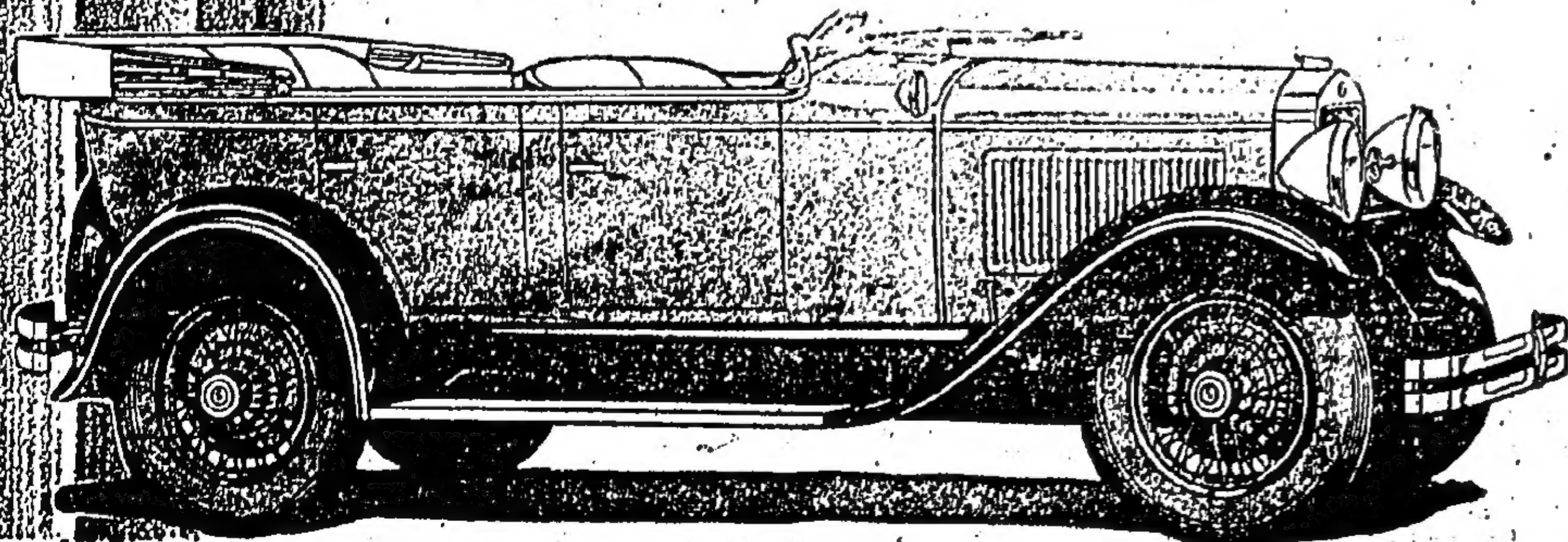
This remarkable performance is yours to command. You will thrill not only to excess power, easy steering and brakes which have double the efficiency accepted as standard—but also to the unusual riding comfort resulting from Studebaker's exclusive ball bearing spring shackles—the greatest advance in restful riding since balloon tyres.

A Car for Every Purse and Every Taste

[Studebaker builds four great lines of cars—The President Eight, The Commander, (25,000 miles in less than 23,000 minutes); The Director and The Erskine. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

(Prices range from HK. \$2,300 to HK. \$5,840).

Illustrating The Director Tourer HK. \$3,420.



THE HONG KONG HOTEL GARAGE

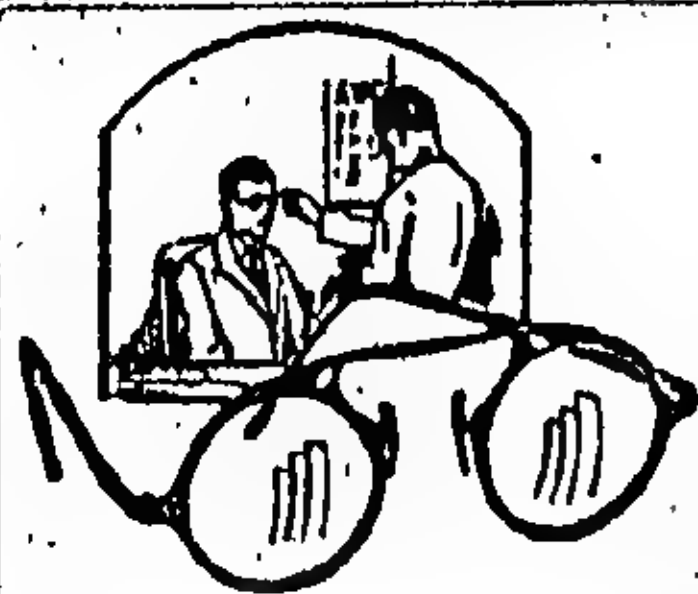
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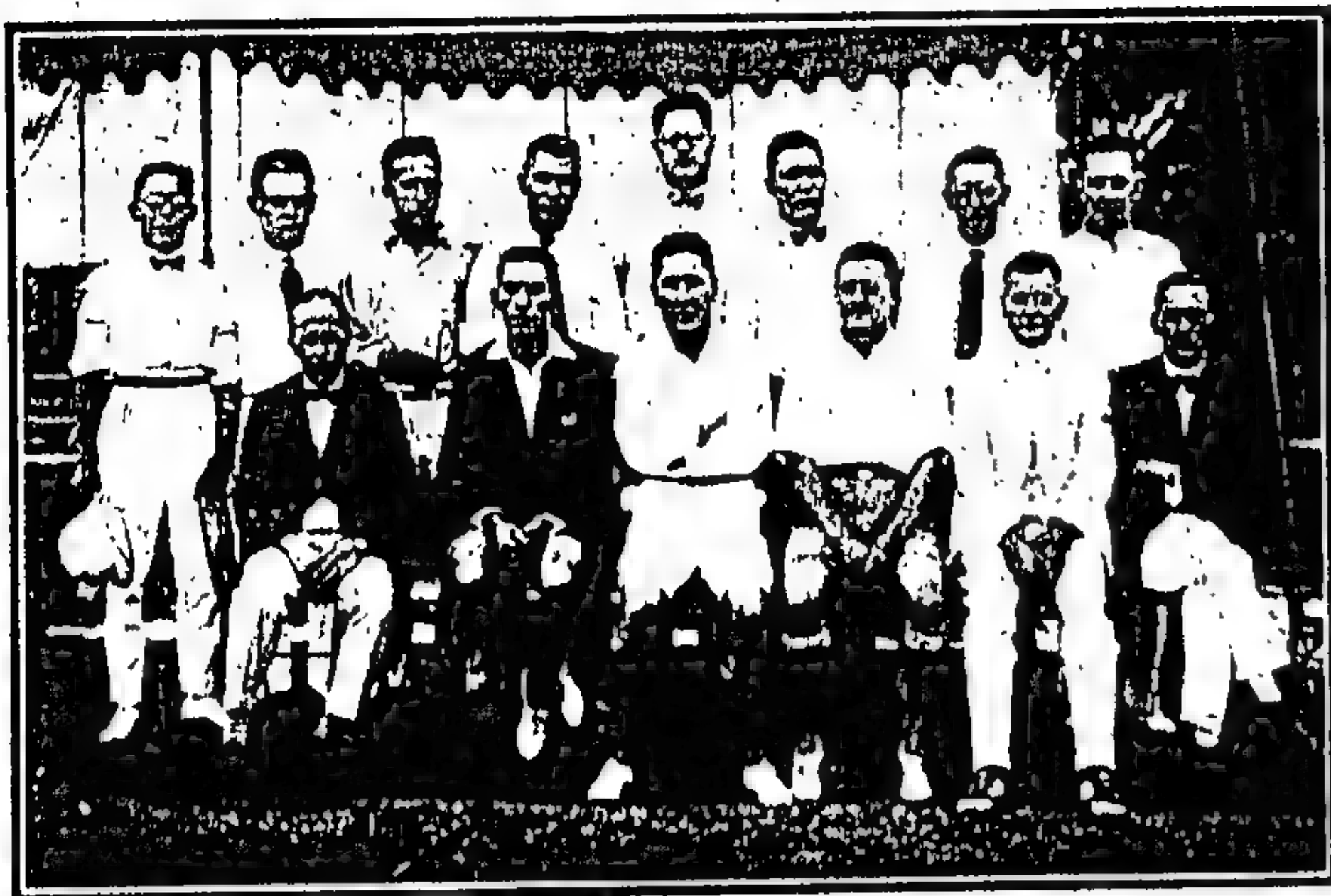
Hongkong Telegraph.

Pictorial Supplement

October 27th. 1928.

TO OUR READERS

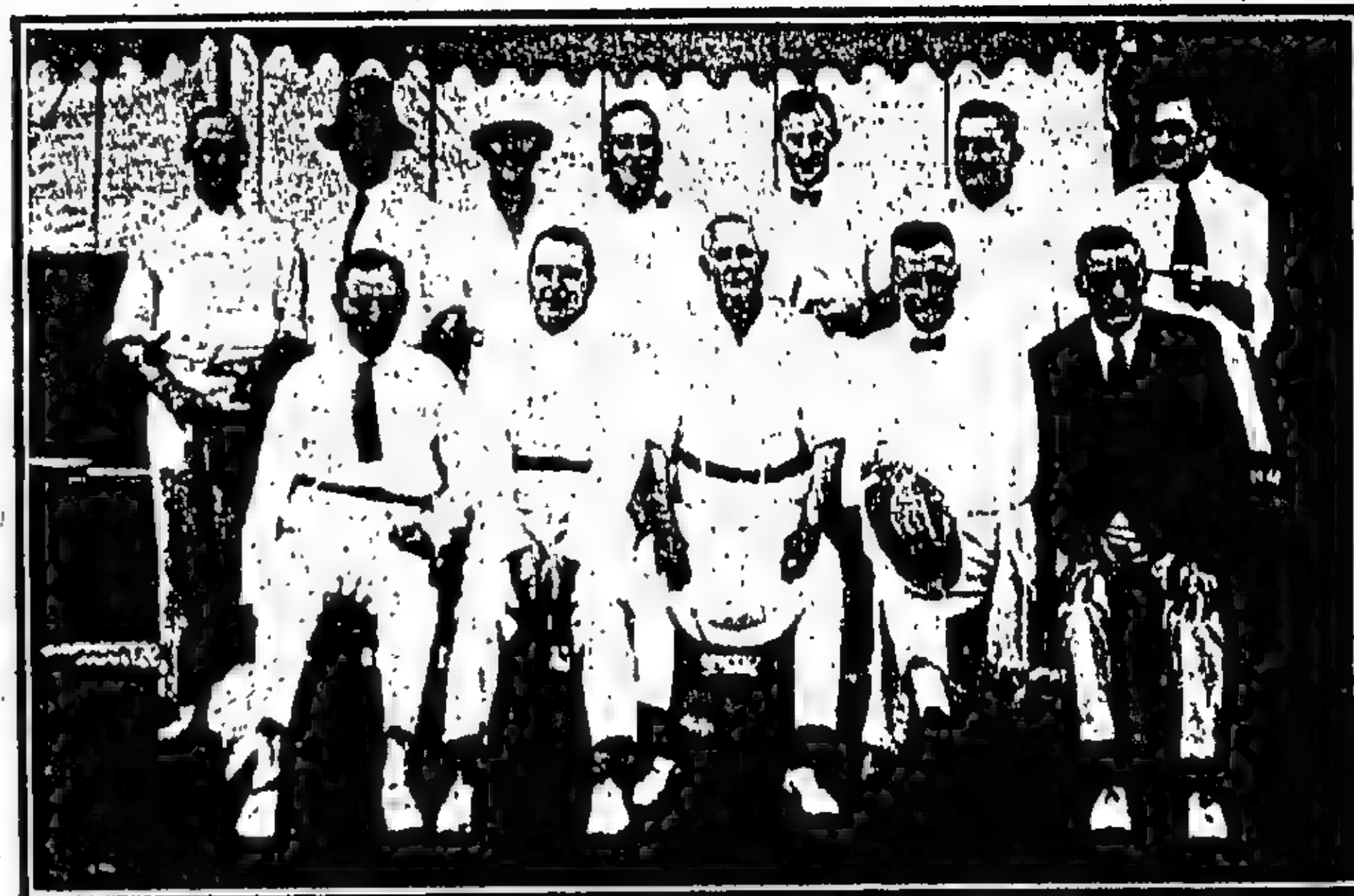
We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



The "A" lawn bowls team of the Club de Recreio which defeated the Yacht Club on Saturday last, thereby earning promotion to the 1st. Division. (Photo: Mee Cheung).



Officers and Members of the Committee of the Hongkong Branch of the Navy League laying a wreath on the Cenotaph on Saturday last, commemorating Trafalgar Day. (Photo: Mee Cheung).



The lawn bowls team of the Royal Hongkong Yacht Club which lost to Club de Recreio last Saturday. (Photo: Mee Cheung).



Some of those who witnessed the America v. Scotland golf matches at the Tungshan Recreation Club, Canton, at the invitation of the American Team on Sunday October 14th. The American team won.



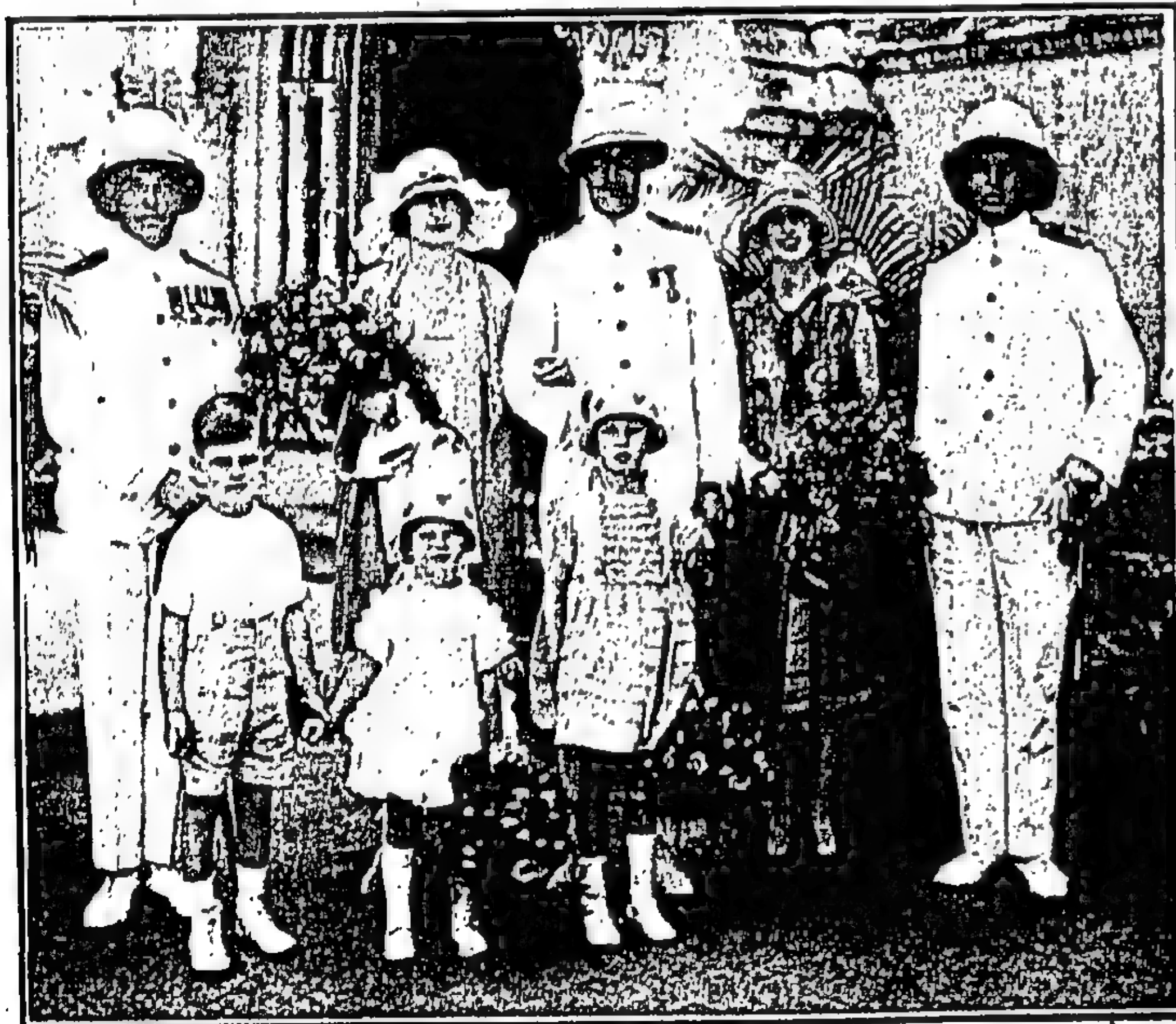
Mrs. C. G. Alabaister, M.B.E.



A golf match, America v. Scotland, was played at Tungshan, Canton, on October 14th, the teams being:
Back Row (Left to Right): Mr. A. T. Lay (Scotland), Lieutenant Young (America), Mr. J. Rodger (Scotland), Mr. J. W. Parsons (Scotland).
Middle Row: Mr. Anthony (America), Mr. Drummond (Scotland), Mr. Bonbright (America).
Front Row: Captain R. O. Rutherford (Scotland), Mr. Stratton (Scotland), Mr. Sanderstrom (America), Mr. J. M. Walker (Scotland) and Mr. H. G. McNeary (America). The match resulted in a surprise win for America by 10 to 2.



Dr. S. W. Tso, O.B.E.



Group of bridal party taken after the wedding of Lt.-Com. Sydney K. Horn, of H.M.S. Magnolia, and Miss Phyllis Mallins, which took place at St. Joseph's Church, on Thursday last. (Photo: Ming Yuen).



Mrs. E. D. C. Wolfe, M.B.E.



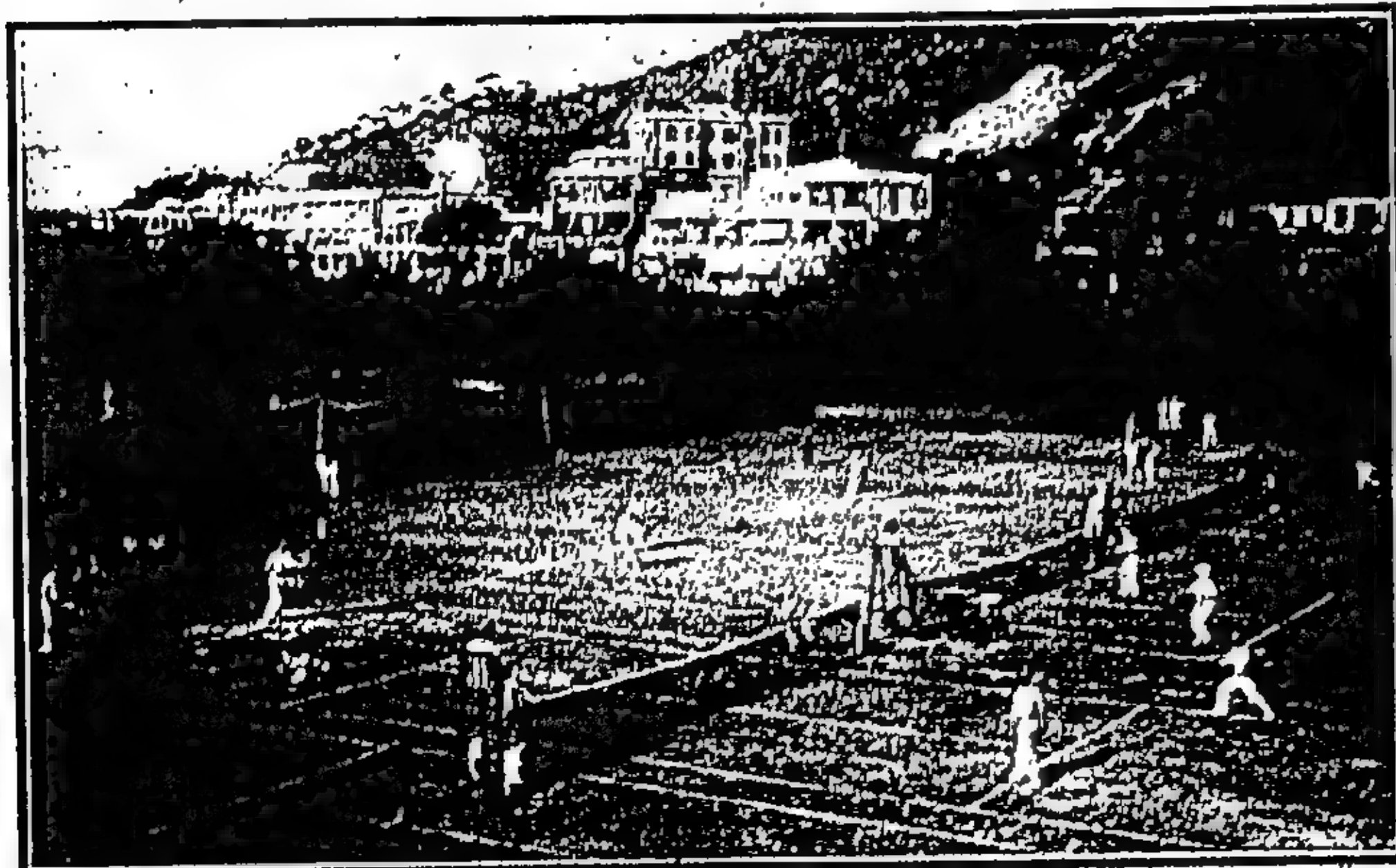
Mr. R. Sutherland, O.B.E.



Mrs. H. R. Remington, M.B.E.



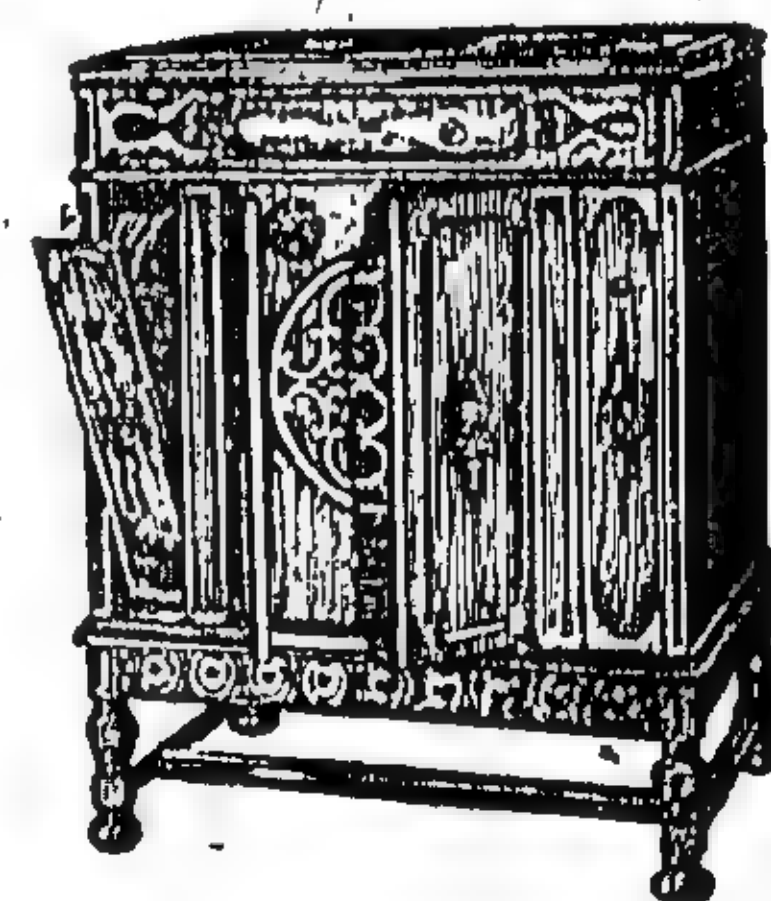
Mr. A. J. Reed, I.S.O.
The above were recipients of their honours at the Investiture at Government House last evening.



Tennis matches in progress at the "At Home" held on Saturday last by the Chinese Recreation Club, at Causeway Bay. (Photo: Mee Cheung).



Mr. H. K. Holmes, C.B.E.
The above were recipients of their honours at the Investiture at Government House last evening.



COLUMBIA-KOLSTER VIVA-TONAL.

The Electric Reproducing Phonograph.

The Columbia-Kolster Viva-tonal plays any standard record. Elusive tonal shadings, actually in the records, but impossible of reproduction on the ordinary phonograph, are brought out in all their beauty. The volume of sound can be increased or decreased at will, from a whisper to a fortissimo. Changes in volume have absolutely no effect upon the quality of reproduction. The definition and balance of the original is retained in its entirety. Your ear cannot hear a difference, nor can your imagination conceive of either voice or instrument being more "like life itself."

The Columbia-Kolster Viva-tonal gets its power from the house current. Batteries are eliminated. It requires no winding. An exquisite jewel-like topaz pilot light, set on the line of vision, indicates when the current is on. Every detail is designed to delight the eye and offer the utmost in service.

Before buying a new reproducing instrument make certain to hear the Columbia-Kolster Viva-tonal Electric Reproducing Phonograph.

THE ANDERSON MUSIC CO., LTD.

A TRIP TO JAVA.

A HONGKONG PARTY'S EXPERIENCES.

(By J. D. B.)

Buitenzorg—the mere name is singularly inviting to repose, as Buiten in Dutch means "outside" and Zorg, "care." Literally, the place is as the name indicates. I should think the worst pessimist would not be so prone to fret and worry in the midst of such indescribably beautiful and restful surroundings. The purple mountains in the distance, the bright picturesque thatched native houses interspersed with dense tropical foliage, the colourfully-dressed inhabitants, combined with woodland and river, form a wondrous colour effect, especially in the glow of the sunset hour. The greatest delight of our party was in the Botanical Gardens, of world renown. Within the Gardens are many delightful spots, which induce tranquility of mind. Not only do the Chinese have a share in distributing imported articles, but they also collect products for export from the interior of Java as well. To this end, the Chinese traders give advances on crops in the field or exchange with natives the Java products for their imported goods. In the Coastal towns, trade is mainly carried on by the Chinese with Singapore and Hongkong. In the sugar trade, have achieved fame in the world of science, notably, Blume, Teysmen and Melchior Throell.

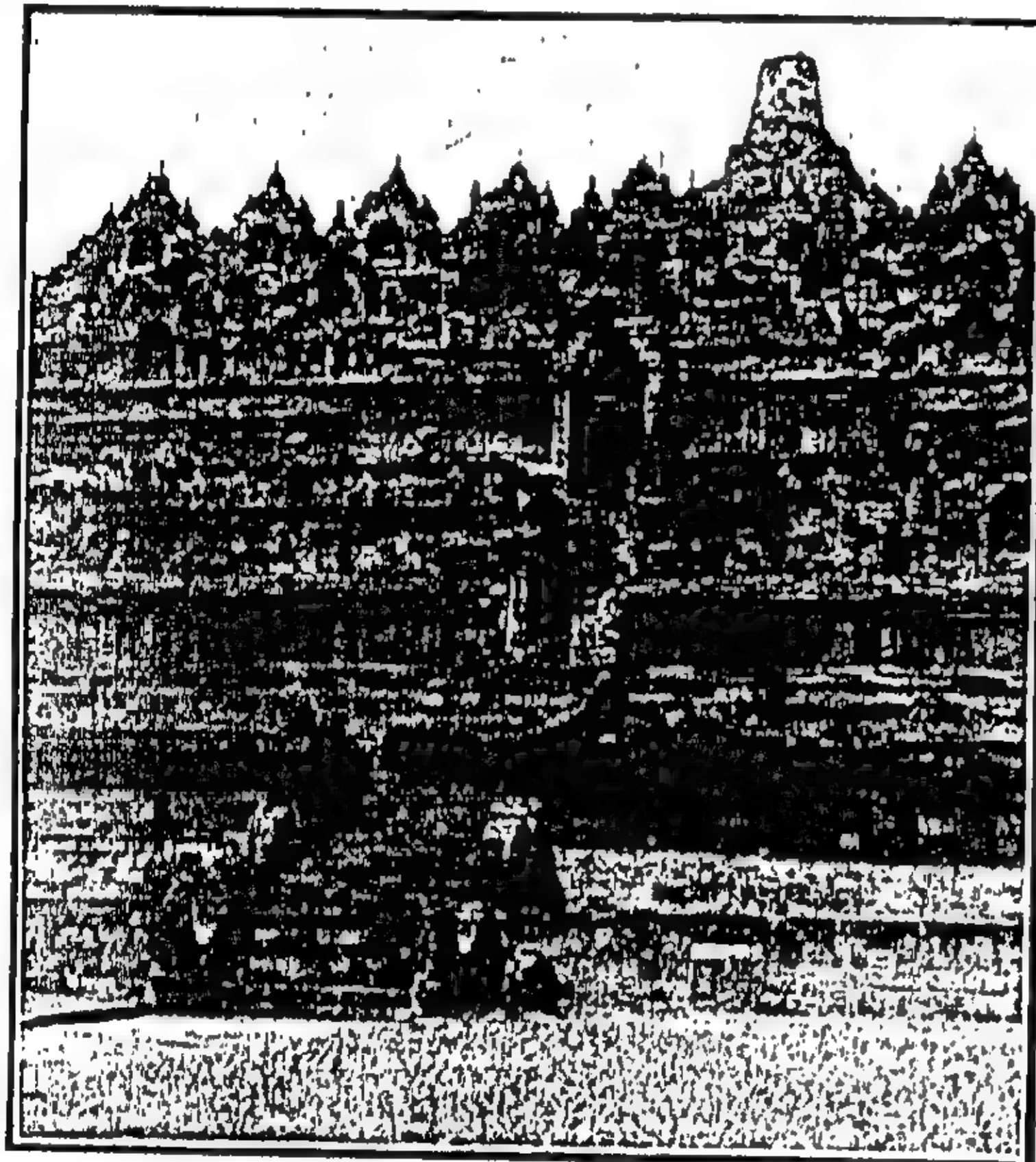
I should like to dwell briefly on the Museum of Natural History in Buitenzorg, where may be seen a great variety of brightly-coloured birds and specimens of mammals and reptiles. Java is a paradise for the naturalist. It is said that some of the strange reptiles, insects, birds and flowers have yet to be classified and given names. In Java, too, some thirty odd years ago, the bones of the remarkable ape-like man (Pithecanthropus) were discovered by Dr. Eugene Dubois in the river-side formation.

Our next stopping place in the hill country of Java was Bandung. As our party, travelling in three motor cars, climbed the tropical highlands, it was fascinating to observe the panorama of mist-enshrouded mountains, the vast expanses of cultivated land, alternating with bamboo and palm groves and ricefields, terraced up to the hill-tops.

Bandung is a spacious and finely-planned city. The Chinese are quite prosperous here, as in other parts of Java. Our party was well taken care of by Mr. Li Shan-ming, Manager of the Ho Hong Bank in Batavia, and Mr. and Mrs. Tien Yin Tjong. In fact, two other prominent Chinese merchants, namely, Mr. Liang Bing Long and Mr. Lew Chai Sang, provided us with motor cars and accompanied us all the way from Batavia to Bandung. In gratitude for the warm hospitality extended to us, I cannot refrain from mentioning their names. In this connection, it would be base in health resorts are the exquisite

gratitude to not make mention of Mr. Kwik Ho Tung, or Kwik Djong-Eng as he is known in Hongkong. Mr. Kwik entertained our party lavishly; even went the lengths of sending several of his secretaries to accompany Sir Shousan Chow and his party from Mid-Java to his residence in Salatiga, near Samarang, where our party spent some of the most enjoyable time in Java, visiting the various places of historical interest.

Speaking of the prominent Chinese in Java, let me note that the Chinese play a very important role in the trade of the island. They constitute the vital link between the European wholesaler and the native population on the one hand, and the native population on the other. Not only do the Chinese have a share in distributing imported articles, but they also collect products for export from the interior of Java as well. To this end, the Chinese traders give advances on crops in the field or exchange with natives the Java products for their imported goods. In the Coastal towns, trade is mainly carried on by the Chinese with Singapore and Hongkong. In the sugar trade, have achieved fame in the world of science, notably, Blume, Teysmen and Melchior Throell.



The world-famous Borobudur.

Appetising Delicacies

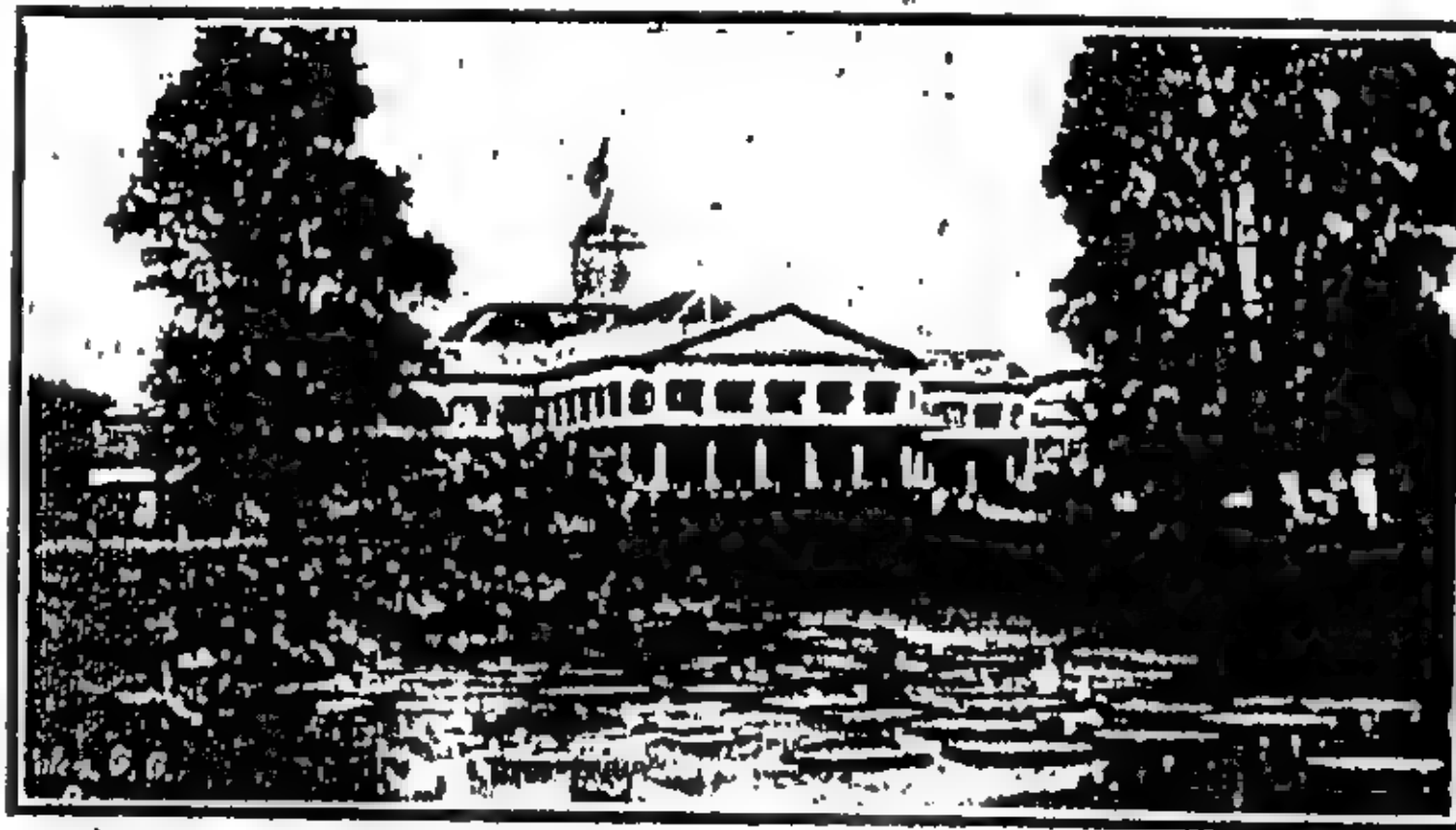
FOR Breakfast, Tiffin or Dinner—
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The Dairy Farm Ice & Cold Storage Company, Ltd.

habits and customs, from high to low, on great and small occasion, the native's mentality always reverting to things which were, but never more can be.

The impression that remains deepest in my mind is that side of the Garden Island called the Monumental Java. All along the road from Central to East Java, there are a score of Hindu-Javanese temples and ancient buildings in semi-ruin. Among these architectural treasures, the most stupendous and best preserved is the Borobudur, built about the Eighth Century. It was discovered by a British officer in 1814. This Buddhist monument stands in the heart of Java, and is a most magnificent example of



Palace of Governor-General.

Jokjakarta and Soerakarta, the two Indian art, and provides striking evidence of the extent and vigour of Indian colonising enterprise centuries ago. The monument consists of seven or eight terraces constructed of volcanic stones. On these black stones were carved the story of the life of Buddha. As one ascends the terraces, from the foundation platform to the stupas on the very top, one can trace the story of Buddha's life in various incarnations. Few religious indeed could write their master's biography in stone with such a wealth of detail.

At the end of our tour, some of our party took steamer from Samarang, and others from Sourabaya, back to Batavia. A few days before our departure for Hongkong again, Sir Shousan Chow and his party were the guests of honour at several banquets, given by Mr. Wang Ling Goh, the Chinese Consul General, Sir Josiah Crosby, the British Consul General, and Mr. de Meester, the head of the Java-China and Java-Liaison. The memory of our enjoyable trip in Java lingers in our minds like the memory of a dream, which now is sad because it hath been sweet.

HUSBANDS ARE DULL.

NEED TO BREAK THE RULE OF HABIT.

(By One of Them.)

Less than ten years ago the most brilliant woman of her year went down from Oxford, married a handsome man, a soldier and a scholar in one. The other day she wrote to a friend of her Oxford days: "I'm conscious of advancing age; I want to make merry. . . . Husbands are dull, even picturesque ones like yours and mine." I am the other.

It is a terrible thought; and no less terrible than true. Husbands are dull. Look around and everywhere you will see on almost every married face obvious signs of dullness. Observe husband and wife at a dance. Does her eye sparkle with pleasurable anticipation if and when her husband requests the pleasure? It does not.

So on every social and even festive occasion, on railway journeys and in motor cars, you will notice the unlighted countenance of the husband in the immediate presence of his wife. The wife is correspondingly dull, of course, but let us stick now to the husband. You can see that it requires no effort for him to avoid the bad form of allowing adoration to appear too obtrusively.

It is small wonder that wives' eyes sometimes sparkle at a compliment from another man.

The rest-cure is a dangerous and uncertain remedy. Mr. Edgar Jepson, in answer to a question which appeared in the *Daily Mail* as to how a husband could hold his wife, once said: "Remain her lover." But it will not do. Nor is it so easy as it sounds; so many men are dull, even as lovers. And she may want something new.

Try this: Assume a new form; keep different hours; if clean-shaven, grow a beard; if hirsute, shave. If gentle, assume roughness; if old, grow young; if regular, become irregular; and if well-dressed, don the garb of an undergraduate. When these changes fall, begin again. This also: if you have not all these years at opposite ends of the breakfast table, take your seats on the same side.

MARCH PAST OF CLANSMEN.



One of the most picturesque events of this year's Highland gathering at Braemar was the march-past the Royal pavilion of the clansmen of the Balmoral, Duff, and Invercauld Highlanders.

Major D. W. Mackenzie, Commissioner of the King's estates, led the Balmoral men, who carried Lochaber axes. Next came the Duff contingent, wearing badges of holly and armed with pikes and

halberds. The Duff Highlanders carried their traditional claymores, and their 78-year-old standard bearer, who has attended sixty-two gatherings, was noted with much interest.

CHATS ON PHOTOGRAPHY

4.—ARCHITECTURE AND LANDSCAPES.

(By J. O. W.)

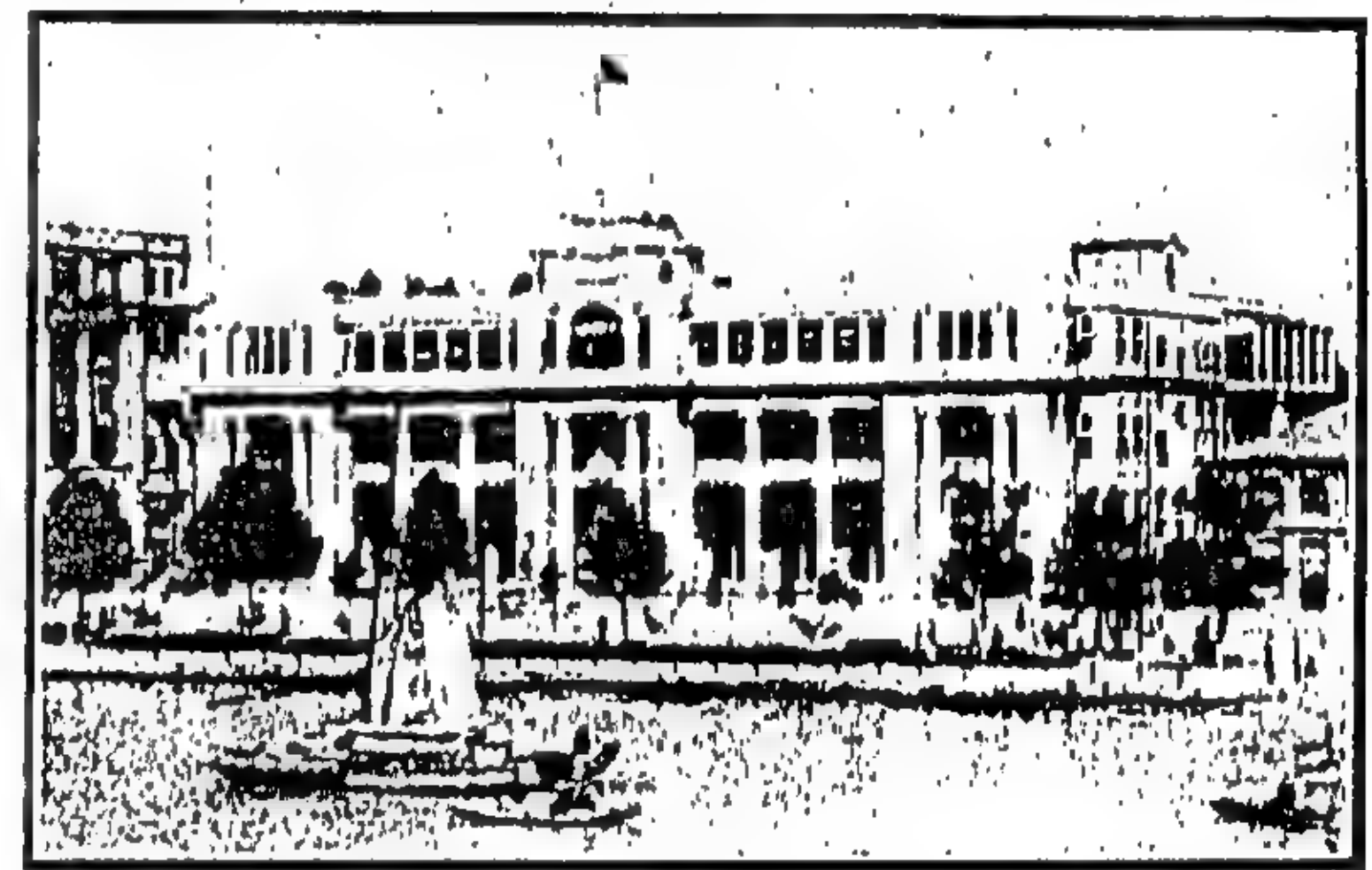
The photographing of buildings by the average amateur somehow fails to excite the same enthusiasm that prevails when the human element is featured as the subject; and often the picture of a prominent or notable building is snapped merely to fill up the film to enable development of the more interesting previous exposures to proceed. Yet in our travels we see many masterpieces of beautiful architecture or curiously quaint dwellings which will add interest and variety to our collection. And surely these are worthy of the most skillful application of our knowledge and care.

If you desire a picture of a particular structure and you have unlimited time at your disposal, view the building from various points at different periods of the day. You will note that on a dull day the effect is rather flat; flat in a photographic sense, that is, lacking contrast; whereas on a sunny day the play of sunshine and shadows on a building is remarkable for its beautifying effects. Undoubtedly the period is morning or evening, when the shadows are longer and the high lights are softer, making the con-

trast less violent than those that obtain at midday.

Tall buildings, "close up," taken from the ground with an ordinary lens invariably look as if they are falling over backwards, due to the fact that the camera is tilted upwards. The remedy for this is to get well above ground level even go to the extent of level, even go to the extent of asking permission of the occupier of a house situated opposite to use the verandah or window on the first floor for the purpose.

Should your camera be fitted with a rising front, then this is the occasion to use it. When working from the ground it should always be raised to its extreme limit. Exposure should be as long as possible so as to get the detail in the shadows; the high lights can look after themselves. If you take a front view, depth of focus is not required so



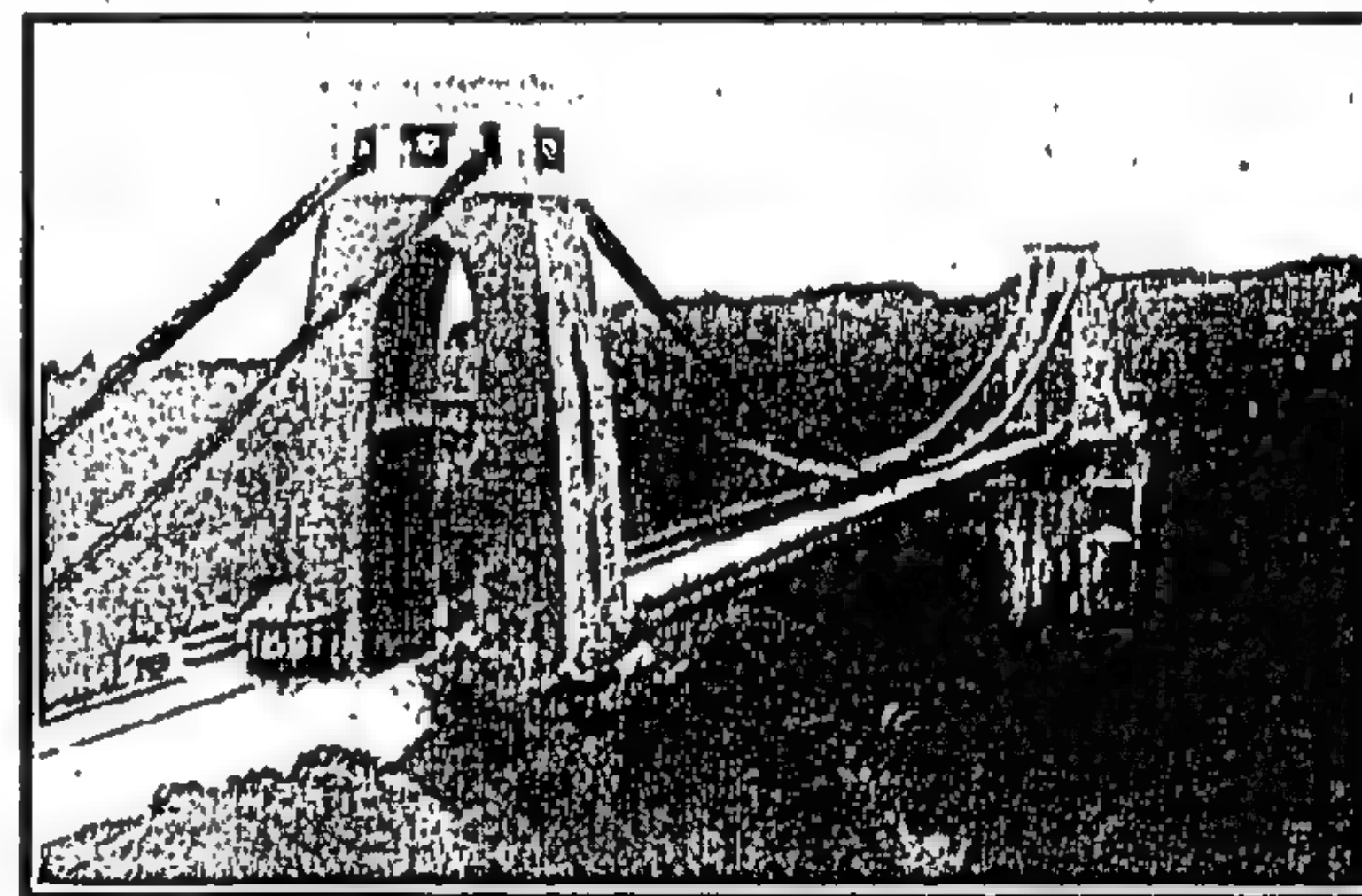
various reasons, but principally, due to the limitations of a camera's capabilities. Colour as seen by the eye and as reproduced in black and white from a photographic negative differs considerably. Reds, yellows and greens

Watch your foreground. A third of the area of your picture is foreground, hence its importance in balancing. Endeavour to break up any horizontal lines that traverse right across the picture.

And now comes the most difficult feature of landscape photography, the sky. How often have we photographed a charming view with white clouds of beautiful design standing out against a blue sky; and on inspection of the print found the clouds and sky are a blank white and occupying half the area of the picture.

The cause of this is not difficult to find. The exposure given was for the landscape and if it was correct was far too slow for the sky. Consequently the sky was overexposed to the extent of clogging. The only remedy for this is a sky filter attachment, which screens the sky proportionately to the land.

The illustration of the barge was taken with sky filter attached, about half an hour before sunset, with full aperture, and focussed on the foreground. Exposure was 1/60th. second.



all print very dark, while blues show very light and in many cases almost white.

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Fashion Flirts With Fall



This Lace Suit From Premet Shows White Chiffon Top And White Chiffon Coat Lining



A New Patou Beret Is of Soft Gray Felt, to Set Off A Gray Fox Fur



Worth Approves Black and White, As Evidenced By This Broadcloth Trimmed in White Fox and Silk



Paul Caret Offers a Tailored Suit In Gray English Tweed Flecked With Blue and White . . . The Blouse Is Heavy White Crepe Satin



This Novel Chanel Model In Brown Tweed Has Buttonless Jacket That Ties At Neck and Waist

IN line, colour, fabric and detail of decoration, styles of the moment forecast a changing mode for the days when the leaves turn.

Most challenging to the attention is the changed silhouette. Autumn brings the realization of spring's prediction that the pencil-silhouette is passe. Top-coats, frocks, sports outfits and even negligees now emphasize the molded form style, with the natural waistline stressed.

Hip-lines receive much attention, with skirt yokes extremely popular. The fuller flare to the skirt is quite as often achieved by circular godets as by pleats.

Broader shoulders are the order of the late summer day. This is just one tricky way of seeming to diminish the span of the waistline, for with full skirts and wider shoulders the slenderness of the waistline is at least capitalized, if not made to look smaller.

The down-in-the-back silhouette seems to have won a complete victory. Coats, jackets, dinner frocks and gowns originate new and arresting methods of following this line of chic.

Lingerie trimmings play an important part in the daintiness of late summer clothes. Likewise, batiste, linen, organdie and fine silk collars, cuffs, vests and other touches will grace autumn clothes.

A new hat appears as a contestant for high favour among women this autumn, especially women who have that appealing look of youth about them. It is the modified beret.

THE charming modified beret shown on this page was made by Patou and is of soft grey felt. The head band of the new beret is wider than the regulation one, and fits down snugly over forehead and ears. The fullness of the crown is vastly becoming to the face, softening it indescribably and, in a gentle way, smartening up Milady's whole costume.

This little beret takes only a pin for ornament, though some of them work out ornaments in feathers of gay colour.

Worn with a grey fox fur neckpiece, or atop a fur jacket, the modified beret is the ideal headgear for the girl returning to college.

One of the most beautiful outfits that summer afforded—a lace suit by Premet—is shown at the upper left.

White chiffon fashions a fitted shoulder yoke onto which the black lace points to chic. The frock has a circular skirt and the natural waistline is marked by a smartly tailored belt.

The modestly rounded neck of the frock is filled in with the latest necklace, a five-strand pearl one, of graded sizes.

Over this frock a regulation length jacket of lace is worn. Lined with white chiffon, this jacket is more than a thing of beauty, it is a bit of delicate warmth as well.

Topping the lace suit is a floppy hat of the finest of woven straws, in pink. It has an irregular brim, with a bow of ribbon on the side.

This little suit will be invaluable for the early autumn, for teas, informal afternoon parties and calling.

Two suits are shown at the lower left, each very different from the other, yet showing definite style trends.

First we have the more or less regulation tailored suit, of English tweed, made by Paul Caret. It is a soft grey material, flecked with white and that becoming soft blue, giving one the opportunity to change the appearance entirely by using blue accessories one day, white the next.

The economy of such an outfit as this appeals strongly to the woman of limited means.

The skirt has inverted pleats, attached to yoke length, in front and back, with side pleats stitched within six inches of the hem.

The jacket smartly emphasizes the down-in-the-back line, both by its lower edge and by its pockets, all three of which slant appropriately. The coat of the suit has notched lapels and rather longer sleeves than last season called for.

With this coat a new blouse is worn. It is a chic white crepe satin model, with a deep jabot flounce that falls from one shoulder and buttons over the waistline to give a vest effect, with two pearl buttons.

THE second suit is a real departure. It is a Chanel model and looks exactly like a frock for early autumn wear.

Fashioned of one of the new brown kaschne tweed, so stylish a shade for autumn, it has a tuck-in blouse with a yoke skirt and a little jacket that ties both at the waistline and neckline. It has no buttons to close it.

The skirt has a circular front godet and tight fitting yoke. The little blouse of fine crepe de chine has horizontal tucks around it and around its sleeves at the elbow line. A little hand-work between the tucks softens it tremendously.

The jacket is the really new part of this suit, aside from the squarish yoke achieved by cutting the sleeves in one with it, both front and back.

The little necktie ends can be left untied, in which position the coat falls open gently, showing its white lining and giving almost a regulation lapel appearance. The lower edge also ties shut.

FOR smart afternoon wear, the moulded form coat is newest and most acceptable.

Worth fashioned the dressy coat of fine black broadcloth at the upper right. It has white satin pipings and a white fox collar. In this costume he centres attention on the in-coming moulded silhouette by having a fitted upper portion and a circular skirt.

Fine hand seaming decorates the upper portion and fine tucks fashion a fitted cuff to a fuller sleeve than last autumn's coats showed. The short but high fluffy white fox collar extends across the shoulders and around the back.

Two flounces of black broadcloth, in square scallops, each of which is bound with white satin, give dash and originality to the mode. These are posed in the popular down-in-the-back line.

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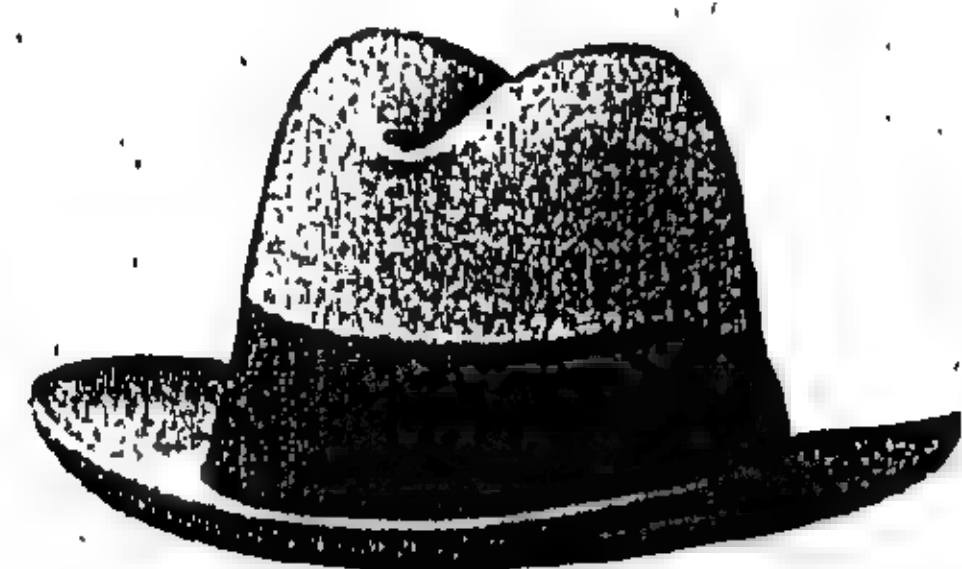
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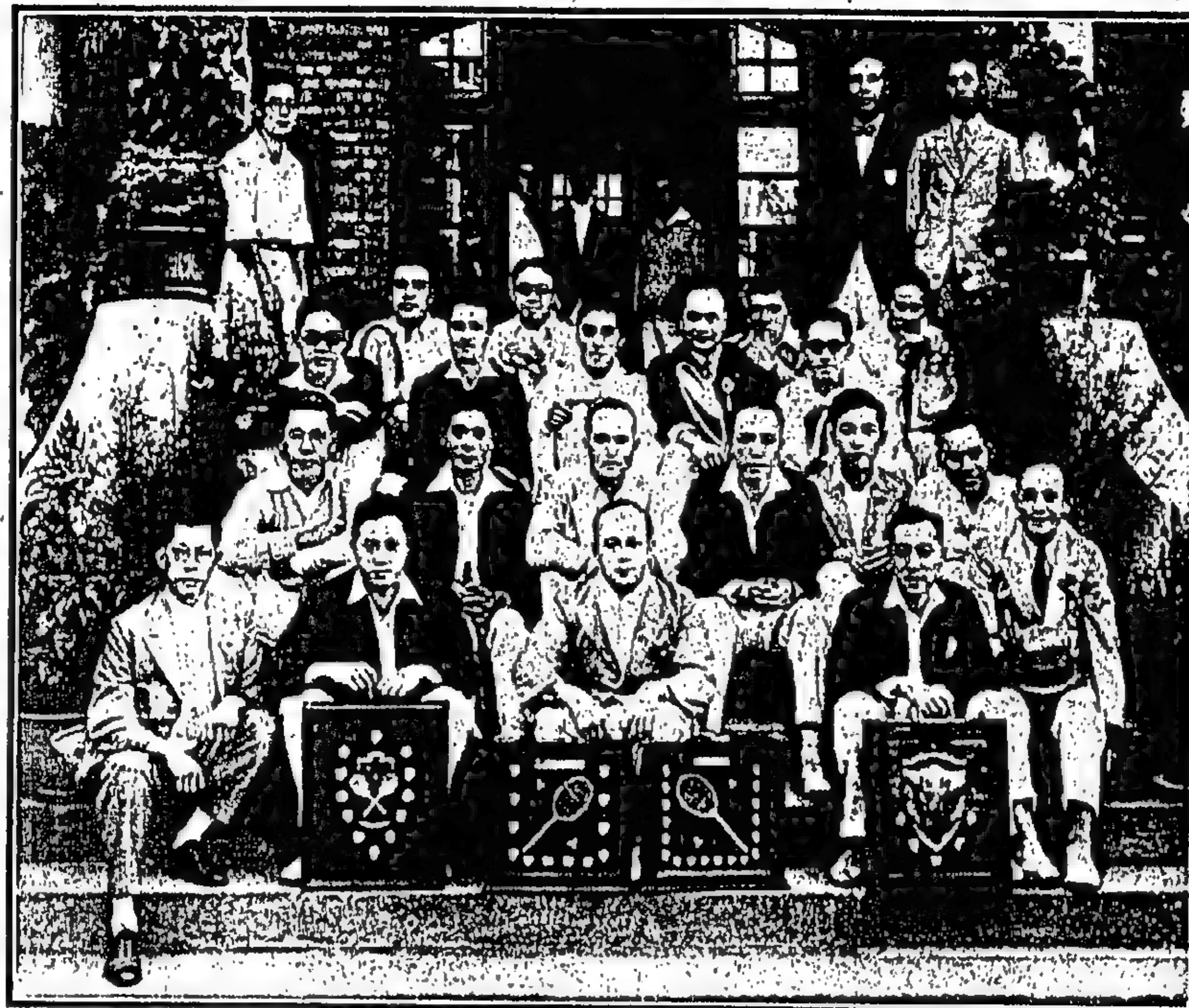
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HONGKONG.



Tennis players of the Chinese Recreation Club with their trophies, which were presented at the "At Home" held at the Club, Causeway Bay, on Saturday. (Photo: A Fong).



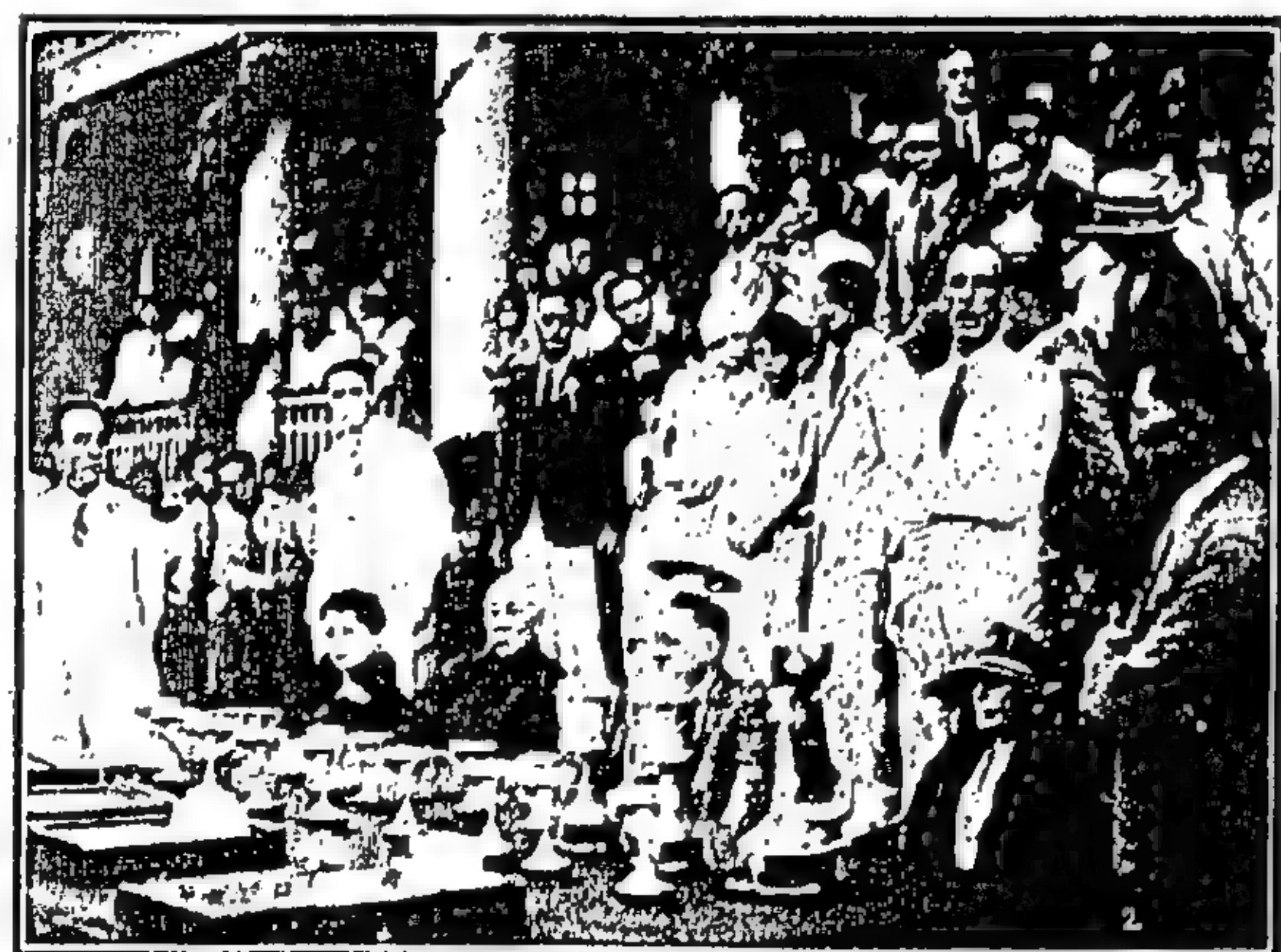
A water colour painting of a Gentleman of Old Cathay by Miss Nora Pennett which was exhibited at the opening of the new Art Club in Shanghai.



Officers provided an archway of swords at the wedding of Lt. Com. Horn and Miss Mallins, which took place at St. Joseph's Church last week. (Photo: Mee Cheung).



The first eleven of the 1st. Batt. Queen's Royal Regiment, who have shown particularly good form this season. (Photo: Ming Yuen).



The above photograph, taken at the C.R.C. "At Home" on Saturday, shows Mr. R. H. B. Hancock, President of the H.K. Lawn Tennis Association, speaking before the presentation of trophies. (Photo: Mee Cheung).



H.E. the Officer Administering the Government and Mrs. Southern (Capt. Whyte, A.D.C. in front) arriving at the C.R.C. "At Home" last Saturday. (Photo: Mee Cheung).



Miss Kwok Chai-ming who won the Ladies' Harbour Race on Tuesday. (Photo: Mee Cheung).



An all-day tennis competition took place at the Shanghai Cricket Club recently when some very interesting mixed doubles were played. Winners were Miss Firth and Mr. A. G. Meiss, Miss Seaborn and Mr. W. E. Williams taking second prize, Miss Bates and Mr. G. D. Nichol, 3rd. and Mr. and Mrs. R. B. Roach. Their trophies were presented.

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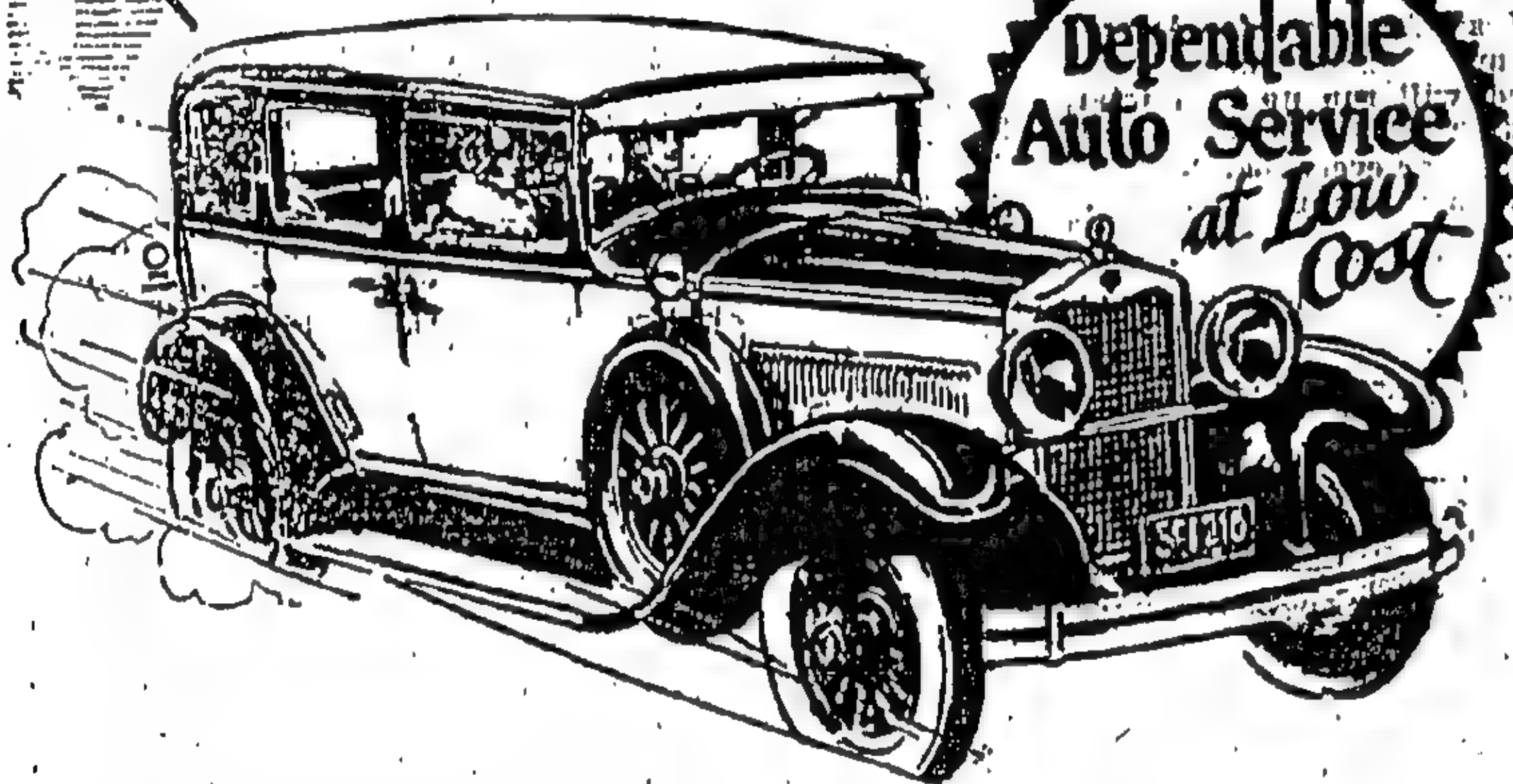
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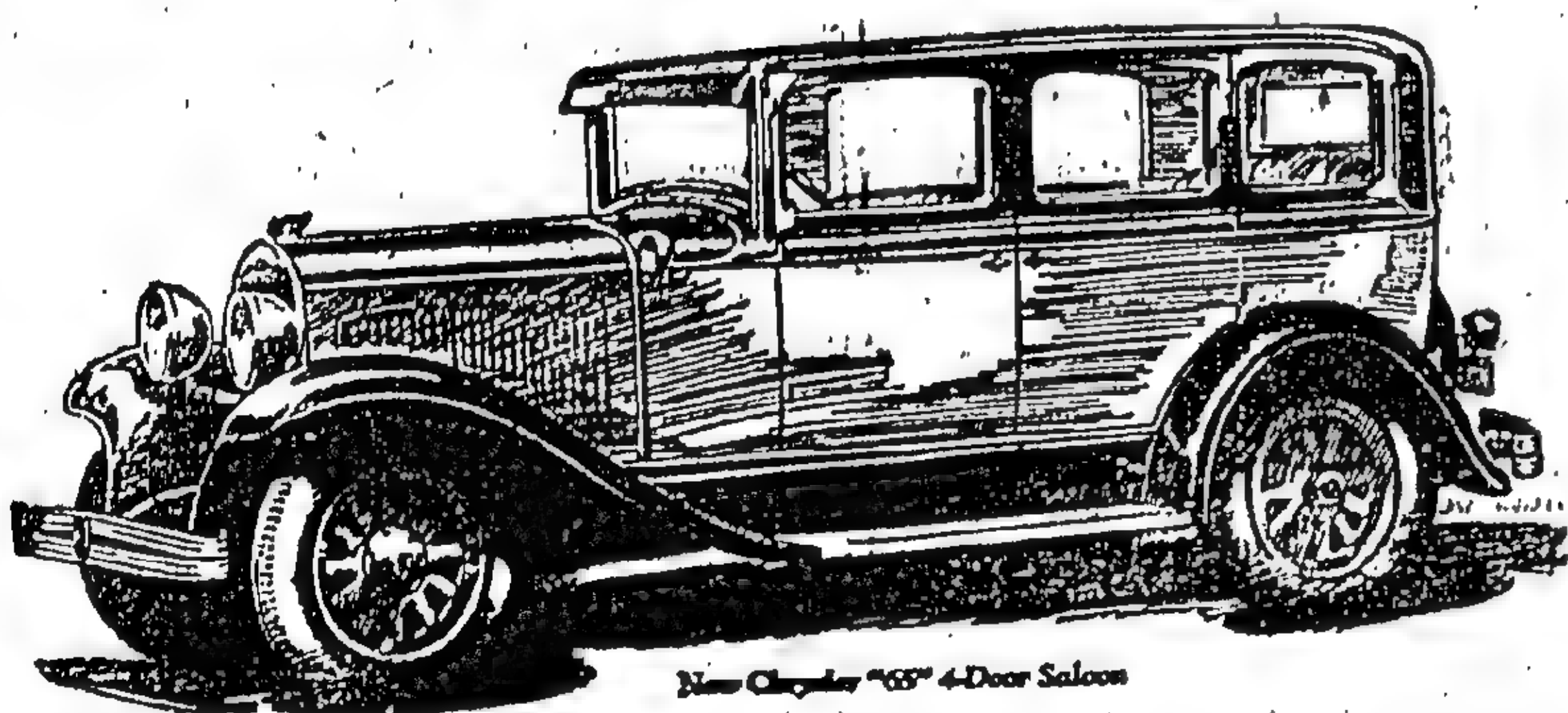
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IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

Features—New Chrysler "65"—New large engine—65 h.p.—"Silver-Dome" high-compression, head, using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly features new, slender profile radiator—new bowl-shaped lamps

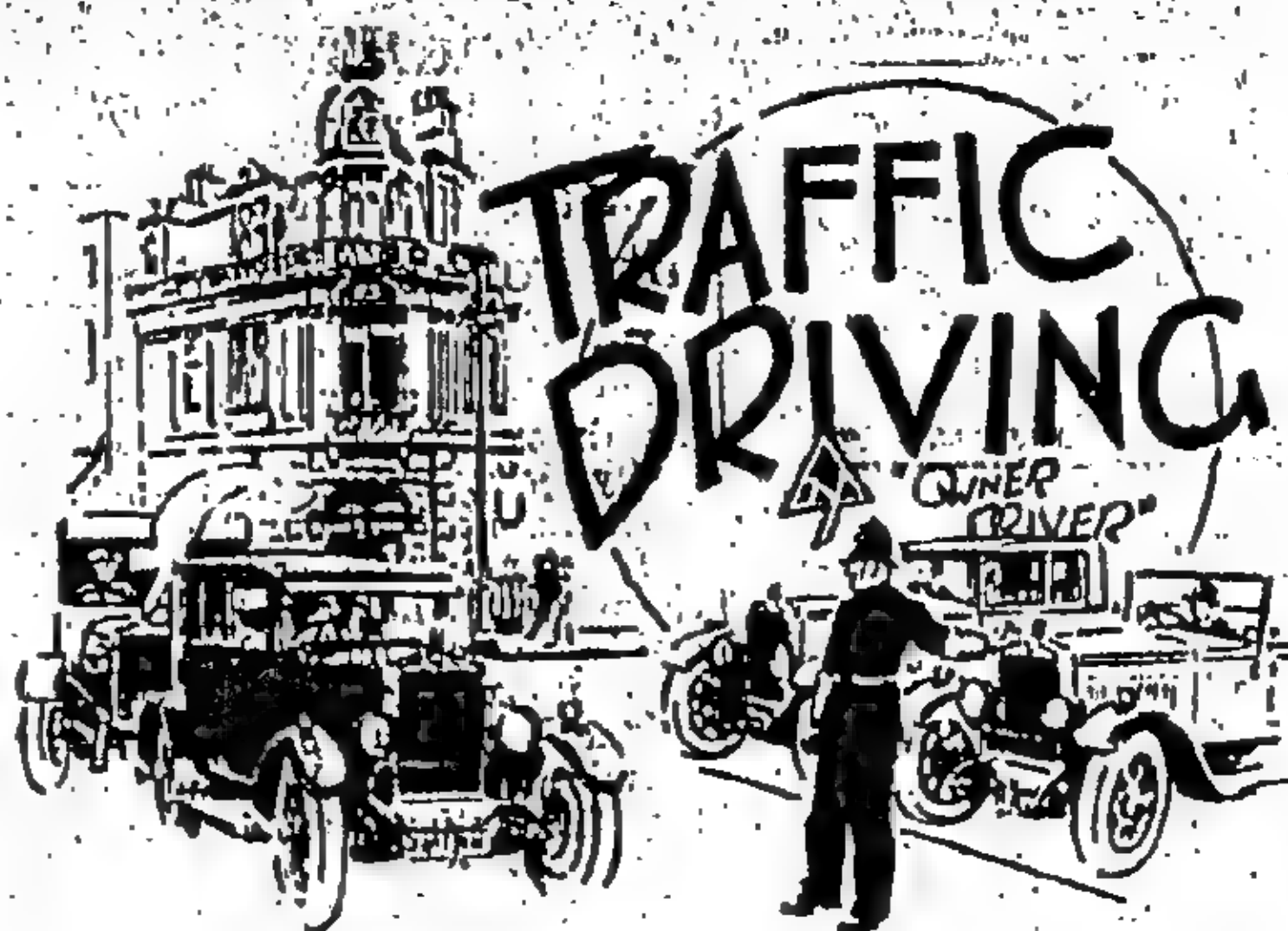
offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new-arched window silhouettes—new "air-wing" full-round wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Low-Joy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

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Car Management in a Crowd.

[By Special Arrangement With The Morris Owner.]

Take up a position on the pavement of any busy street and watch the stream of traffic go by. There is much to learn. Confidence in some, carelessness in others, whilst yet a third section is guilty of recklessness.

Suppose, for instance, we are standing at the Cross in that fine old city of Gloucester. Four of the busiest roads in the kingdom meet at this point, and traffic from north to south, and from east to west, is controlled by the familiar figure in blue standing where the four roads meet.

Look! Behind his outstretched left arm a stream of vehicles is drawn up, whilst before him passes a line of cars, cabs, vans and drays.

Comparisons.

First comes a handsome saloon, driven by a competent driver, gliding slowly past without any fuss in second gear. Following it is a tradesman's delivery van, complete with a boy driver, who roars the outfit along in first speed with the throttle about half open. Close upon the rear wheels of the van a four-seater car, driven by a newcomer to the motoring fraternity, jerks itself forward in a sickening manner. One can see that its driver is frightened to death of the gearbox, and is consequently still in top gear at about four m.p.h.—and trying to pick up!

The policeman changes his position. His right arm halts the stream of cars, and his left beckons on the waiting stream behind him.

The first car to sweep round him is controlled (1) by a young lady of some twenty summers. She is a victim of the particularly bad habit of gazing at the gear lever as she makes the changes.

Downcast Eyes.

As soon as she is beckoned on she sweeps half-way round the policeman, then changes from bottom to second—of course dropping her eyes to watch the gear lever through the gate! A hurried step back saves the policeman's feet, and a shout from the pedestrians on the path causes her to raise her eyes in time to save a lamp standard from destruction.

Following her is a driver who lacks knowledge of hand signalling. As he approaches the corner he gives no sign whatever as to his intentions, but finally his passenger drops a languid left hand over his side—and the driver pulls over to the right.

The next car is in the hands of a nervous driver. Admittedly he is in bottom gear, but the car, owing to a nervous foot upon the accelerator, is progressing in a series of short rushes.

This is getting a little too much of a good thing! Let us see if we can find a competent traffic driver elsewhere.

Ah! This ought to prove interesting—a narrow side road entering the street. An old Lizzie is coming up the side road,

hugging the left-hand kerb. The result is that when finally he sees an opportunity of coming out into the main stream of traffic being so close to the left, he has to go well out towards the centre of the road as he is turning into before he can lock over—for if he turns too soon his back wheels will cut the corner and cross the path. Had he pulled out a little to the crown of the side road before locking over he could have taken the corner closely.

A Cheap Imitation.

The next interesting item is an old two-seater driven by an imitation track driver in leather coat and beret. He shoots up the side road, his finger on the horn button, and calmly swings into the stream of traffic without so much as the flicker of an eyelid. This results in a terrible burst of profanity from the driver of the car he swings before.

This is again getting too much of a good thing. Here—I know the driver of this car approaching. We'll sit in the back and get him to drive us round the city. Off we go. Second gear, you notice—Northgate Street to the Cross. The policeman is holding up our stream of traffic—watch our driver. The clutch is depressed and the gear lever slipped into neutral as we glide to a standstill. Our driver's eyes are ahead upon the white figure controlling the stream of cars. As the arm holding us stationary drops, he depresses the clutch and brings the lever to first. A touch on the accelerator and we glide smoothly away—the clutch is depressed—a pause—and with a scarcely perceptible click we are in second. As we approach the Cross the driver's left arm indicates his wish to turn that way, and smoothly we swing round. Down, Eastgate—still in second—we move at about ten m.p.h. There are too many vehicles about to render a change into top advisable.

Turning to the right, through a maze of side streets, we approach Southgate Street. Here it is a revelation to watch the way the car is handled. She is being driven, one might almost say, upon the accelerator only. We are shown the correct way to leave a side road and enter a main street—approach the corner, and a matter of a few yards before reaching it, if conditions permit, pull a little towards the centre of the road. Warning is given upon the horn and, our speed relatively low, we turn into the main stream of traffic well over to our own side, and so reach home.

In Brief.

In closing, the main points to be remembered in traffic driving are these:

Don't be afraid of second gear. Give visible signs of your intentions as to turning or stopping. Drive on the accelerator—not on the horn and the brakes. And, finally, don't get flustered.

FORD BRAKES.

Service and Emergency System.

In the New Model Ford braking system the public obtains the ideal brake combination—full internal expanding brakes on front and rear wheels, service and emergency. This system embodies the highest safety factor.

The new Ford brakes are made possible through the Ford steel-spoke wheels to which drums can be fitted of such design as to readily accommodate two sets of internal brakes on the rear wheels. Thus is combined the well-known advantages of full internal expanding brakes with all working parts enclosed.

This affords protection against mud, water, sand, road dirt, grease or other foreign substances entering the brake mechanism or between the hands and drum, as is the case with external contracting brakes where these parts are exposed.

The service brake system on the new Model Ford car is a complete four-wheel system with internal expanding shoes on all four wheels, operated by the foot pedal. It is a complete braking system.

However, in order to provide the utmost in safety and to comply with the spirit as well as the letter of all existing laws and regulations, the Ford Motor Company has added a complete and distinct parking or emergency braking system. This consists of two internal expanding brakes on the rear wheels operated by a hand lever and entirely independent from the four-wheels service brakes.

In this combination of two braking systems the New Model Ford driver has a maximum in safety. Both sets of brakes are of mechanical design, of simple construction, insuring positive action and highest efficiency at all times with the least liability of getting out of order.

In an emergency either set of brakes will bring the car to a quick, smooth halt.

All that any brakes can do is to skid the wheels of the car. The brakes on the New Ford car are designed to effect this function smoothly, quickly, and with the least possible effect on the part of the driver. Tests have proved them more than adequate in attaining this result.

The four-wheel brakes, as has been stated, are of the expanding shoe type and are self-controlling, a new Ford development, which means that under all circumstances the entire surface of the shoes contacts with the brake drum whenever pressure is exerted to bring them into action. The brake on each of the four wheels has two shoes, a total of eight shoes in all, and these expand to come in contact with the brake drum. Plates upon which the braking mechanism is mounted are of pressed steel and all working parts are cadmium-plated to prevent rusting.

The brake drums are carefully ground to insure proper contact of the shoes. These drums are 11

FIRST STEAM CAR.

Cugnot's 1769 Model.

In 1769 a Frenchman named Nicholas Joseph Cugnot built and operated a three-wheel steam-propelled vehicle, in which coal was used as a fuel.

Though heavy, awkward, and difficult to manage, this forerunner of modern cars travelled at 2½ miles an hour.

It was 11 feet in diameter and was manufactured to the most precise standards. They are held to five one-thousandths of an inch (.005), an unusually close limit for such a large diameter.

The unusual feature of the New Ford braking system is found however, in the emergency or parking brakes, which are on the rear wheels and controlled by a hand lever located just in front of the gear shift in the centre of the car.

A specially developed two-in-one brake drum of exceptional strength has been designed for the rear wheels. The larger braking surface accommodates the brake shoes of the four-wheel system, and a separate braking surface, slightly offset from the first accommodates the parking or emergency brakes, which are of the band or full flexible shoe type, self-energizing. As with the other set of brakes, the working parts of the parking brakes are cadmium-plated to prevent rusting and are mounted on a plate of pressed steel.

The steel spoke wheels are built with a steel shell, which fits well over the brake drum. The drum is not affected when the wheels are changed due to the trouble.

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TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ANNOUNCEMENT.

We hereby give notice that we have been appointed Sole Agents for Hongkong and South China for F.N. MOTOR CYCLES, Fabrique National d'Armes de Guerre, Belgium.

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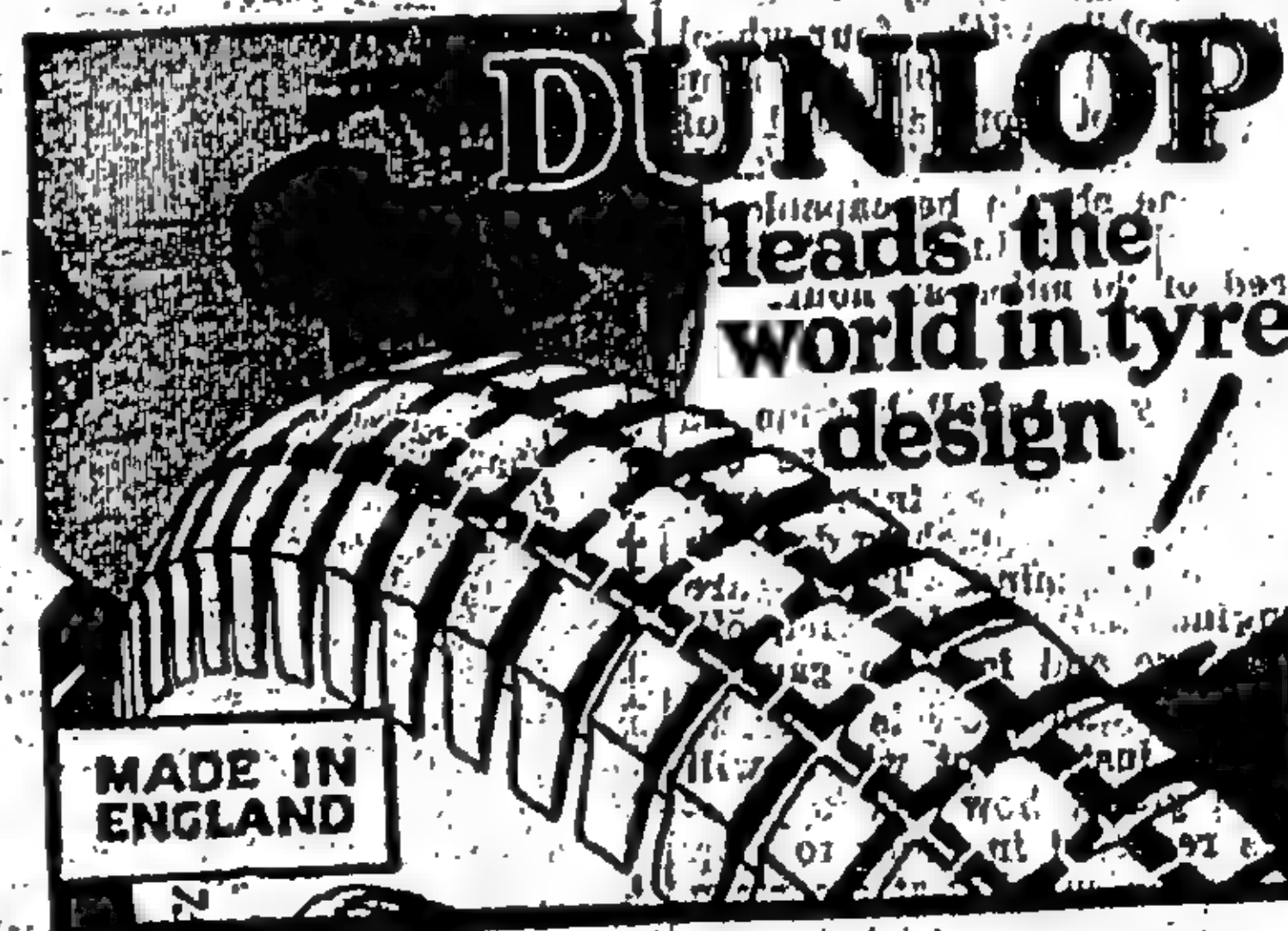
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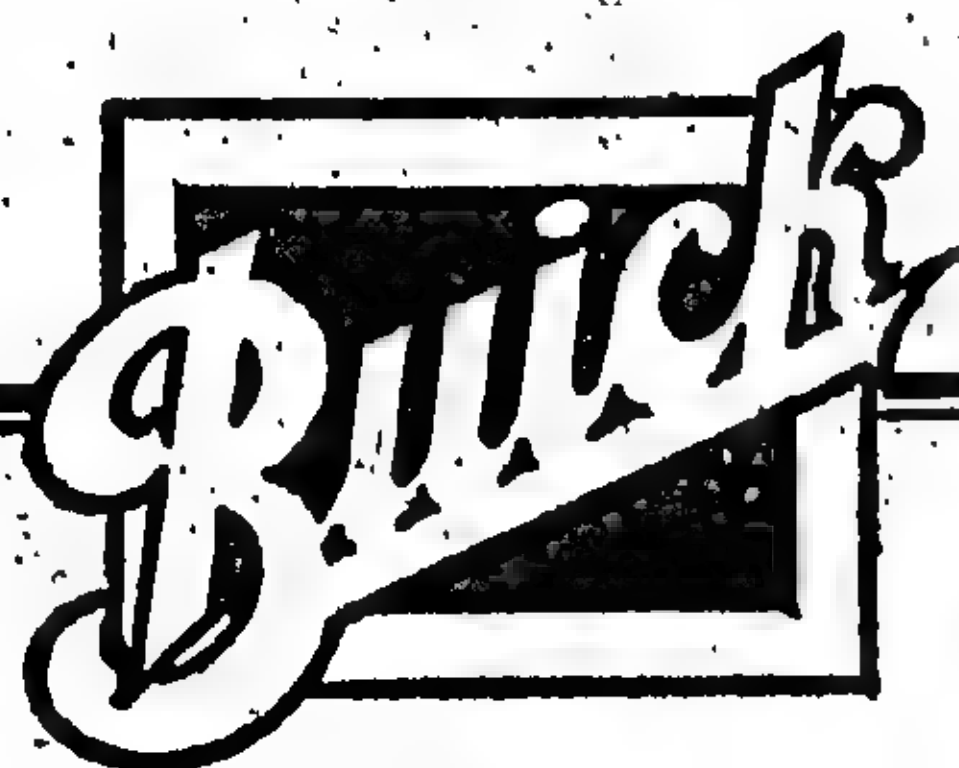
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THE FRENCH MOTOR CYCLE CO.

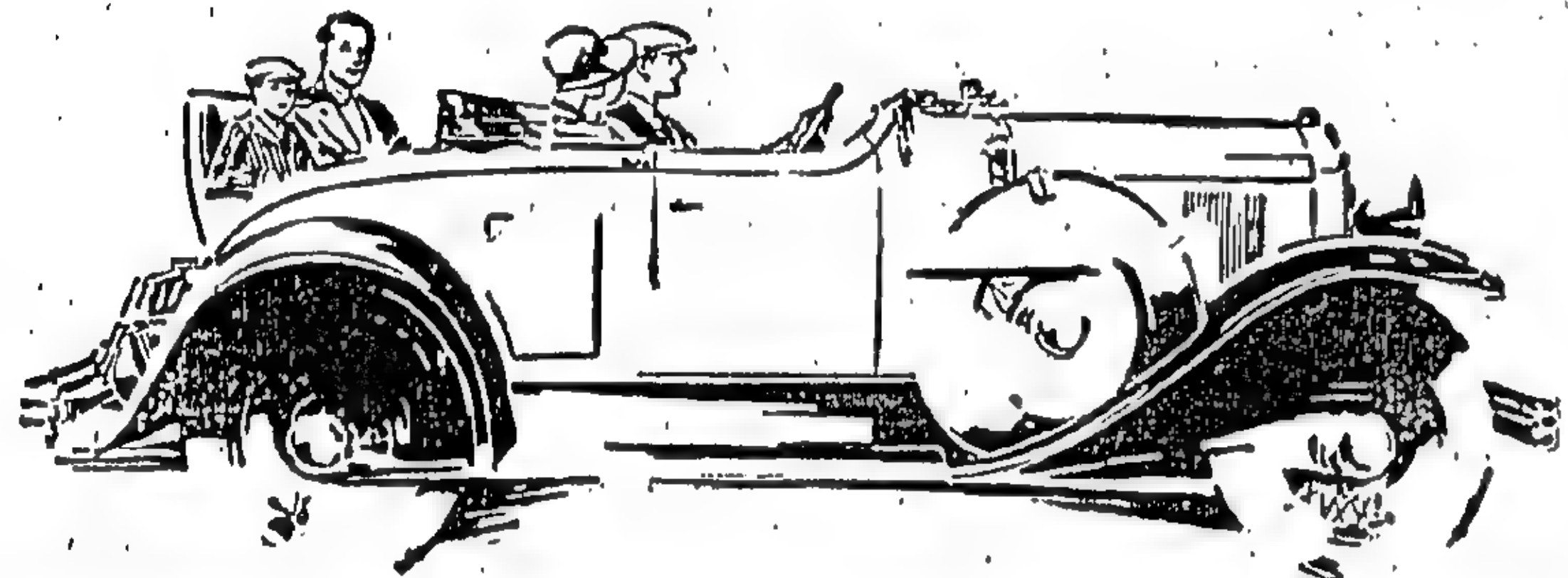
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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

USED CAR PRICES.

Facts from American Survey.

Quoting figures which were compiled from the first edition of the American 1928 National Used Car Market (Blue Book), based on actual sales in all parts of the United States, Mr. Lark, of Messrs. Lark, Neave and Carter, says:—
Taking nine of the principal makes in the Chrysler '32' price group, the records show that the re-sale value was 42.54 per cent., while Chrysler re-sale value was 58.33 per cent. In the Chrysler '32' price group the average was based on 12 popular makes, and shows that the re-sale value was 44.46 per cent., whilst the Chrysler '32' re-sale value was 58.53 per cent. In the Chrysler '72' price group, the average was taken from 11 of the principal makes, and shows that the average re-sale value in this group was 44.02 per cent., whilst the Chrysler re-sale value was 60.31 per cent. These records refer to the 1927 period, and in each case refer to one year old models.
"It is interesting to note that the Chrysler in the three price groups has the highest percentage re-sale value and the lowest depreciation cost. This record is convincing proof of long life and high re-sale value due to Chrysler's plan of standardised quality."

ON BRAKING.

A Vital Aspect.

[By Israel Klein.]

It is a peculiar phase of our automotive psychology that the only thought we have of an automobile concerns its running. Only when we have to suit the action to the thought do we consider its stopping.
Yet stopping an automobile is just as important, if not more so, as getting it started or keeping it going. No automobile has to start. It can be allowed to stay inert in the garage. But once started, it must be stopped.

All of which is another way of saying that the brakes are one of the most important parts of the car. They must be efficient brakes, or they're of no use when needed. And they must be kept in good condition, or the driver will suddenly find himself powerless in an emergency.

The four-brake system in use to-day hasn't alleviated the stopping situation a bit, for along with four-wheel brakes has come greater speed. The greater the speed, the greater the need for more effective braking.

Yet brake engineers say that the brakes on only about 10 per cent. of the cars on the road to-day are properly adjusted.

There's much more to adjustment of brakes now than there was when two-wheel brakes existed. Now it is more than merely seeing that both rear wheels brake alike. In the four-brake system, the front and rear brakes must be equalized, and the sides evened up, for proper adjustment.

Many a brake mechanic has found that the brakes were so unevenly adjusted that the front wheels gripped instead of the rear—a condition that would be highly dangerous in an emergency.

Better road, more powerful engines, sleeker bodies, more general traffic regulations have resulted in a general speed complex among American motorists. Even in cities where traffic is heavy and there are stops at almost every corner, some drivers are found who can't help but step on the throttle in between stops.

The result is a much heavier demand on the brakes, and danger of burning out the linings.

Conservative judgment is needed especially in heavy traffic, in order to make the least possible demand on the brakes. The benefits result—the brakes live longer and remain effective, while the engine runs more economically and efficiently.

According to the Society of Automotive Engineers, the average automobile with four-wheel brakes should be able to stop within 60 feet from a speed of 20 miles an hour. The hand-brake alone should be capable of stopping the car in 75 feet from a speed of 20 miles an hour.

Some day we shall become as brake-conscious as we are engine-conscious. The instruments on the dash have much to do with this state of mind. These are all engine instruments—fuel, oil, temperature and ignition gauges.

What we want now is a brake gauge, an instrument which will tell at a glance how much pressure is required in order to stop the car when running at a certain speed. Engineers acknowledge the need of such an instrument. They are using quite efficient measuring instruments in testing the brakes. Now they want one to remain within constant sight of the driver.

THE RIGHT OF WAY.

Fixing the Responsibility of the Motorist.

For many years America has made it obligatory on her motor-car drivers to stop dead momentarily before entering a main road from a side road.

Thus at these critical points there should never be any appreciable momentum on any vehicle, even if two collided, and such contact should be practically harmless. It may be remarked by the contentious that there are many points in Britain where warnings are set up to the effect that the driver should go "Dead Slow." This, however, is merely an admonition, not a law. Further, individual drivers' ideas of what constitutes fast and slow speed vary widely. A moment's reflection will reveal that any driver will himself hold different views on that topic according to whether he is pressed for time or is simply out to pass it. The American method does not cause appreciable delay, because it results in dangerous junctions of the road being, in effect, in a clear condition. Moreover, the procedure is introduced at a period when the progress of engine and chassis design and building achieves prompt deceleration as well as prompt acceleration, besides easy gear changing. All that the American law requires is that the road wheels should cease to revolve momentarily at those particular junctions. The reduction in the number of accidents is notable.

AUTO ENGINEERS GROW.

The Society of Automobile Engineers has more than 6,500 members at present and the organization figures show that new applicants average about 80 a month.

A LONG JOURNEY.

Nine Months' Trip for Studebakers.

In most countries, when a motorist wants to buy a new car, he simply goes to the showroom, picks out his car and drives it home. But down in Santa Cruz de la Sierra, Bolivia, buying an automobile is a far more complicated affair.

An interesting example of the highly involved process required to deliver Studebaker cars to some out of the way corners of the world is brought to light in a recent shipment of Studebakers to Santa Cruz.

Ten Studebaker automobiles were recently put aboard freight cars bound for New York. At New York they were shipped on a South American steamer, to Buenos Aires. There they were transferred to river boats and taken up to the Rio de la Plata and then up the Rio Paraguay to Corumba, Brazil. At Corumba the cars will be disassembled and packed on huge two wheel carts each drawn by six or eight yokes of oxen.

The carts and ox teams are owned by "troperos" who are familiar with the Bolivian interior and capable of finding their way over the roadless deserts, mountains and enormous forests that are encountered on a trip from Corumba to Santa Cruz de la Sierra.

The cars will arrive at their destination nine months after they left the Studebaker factories.

BIG HIGHWAY EXPENSES.

This year's expenses for American highway improvement, it is estimated, will run up to a total of \$1,338,025,775. That's about five dollars for every man, woman and child in the country.

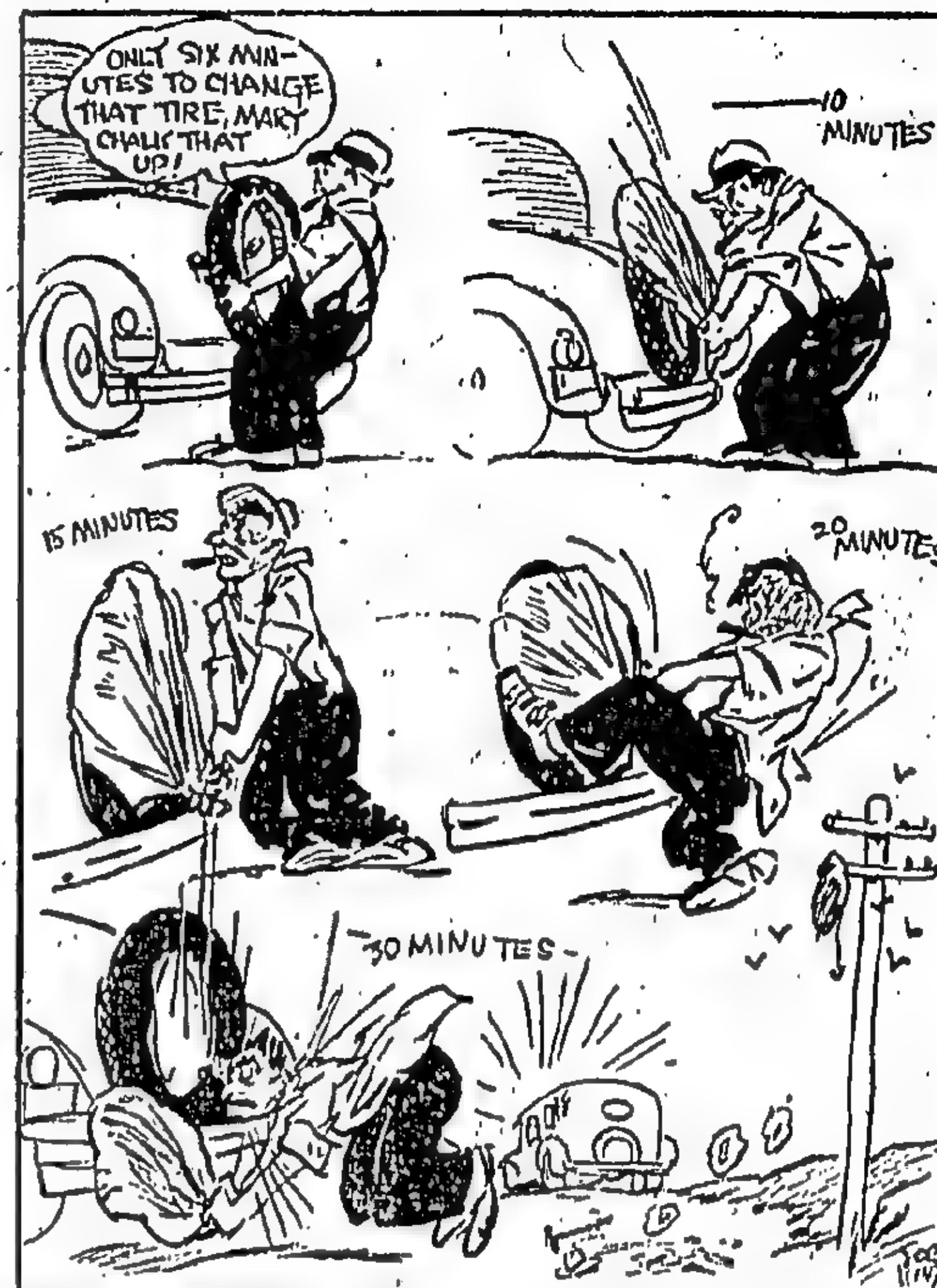
FEWER FAULTY BRAKES.

There are fewer cars with faulty brakes on the streets of the United States this year, reports the Asbestos Brake Lining Association. The percentage has decreased from as high as 92 per cent. a few years ago to only 10 to 40 per cent. last year.

FLASHING SIGNS.

Perhaps the 500 flashing stop lights being erected at arterial streets in San Francisco will be more effective than the silent signs used heretofore. At any rate, the city officials are having them put up and waiting to see what effect they'll have.

CHANGING THAT TYRE!



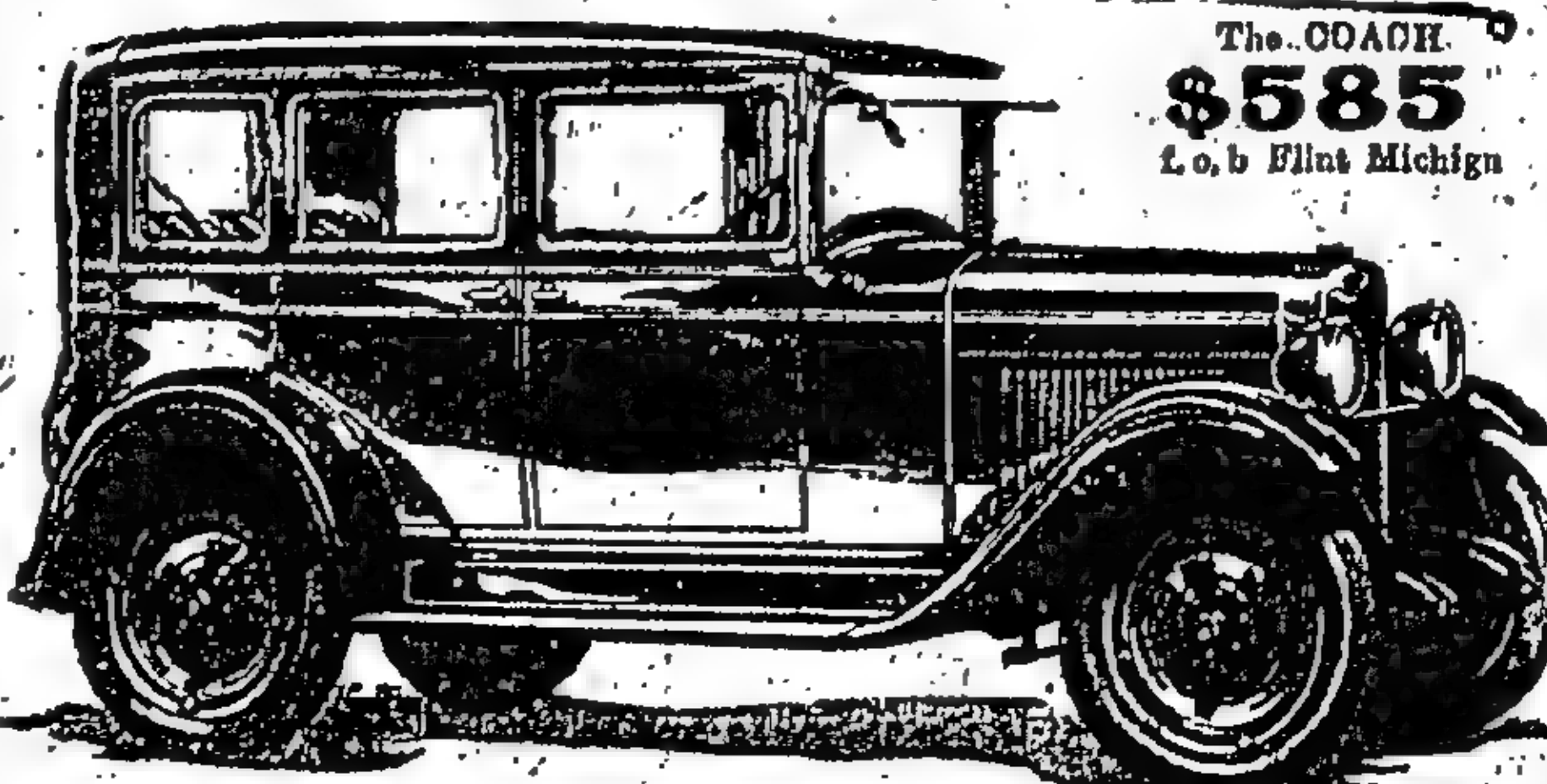
for Economical Transportation



10 Big Reasons why Chevrolet is First Choice of the World for 1928!

With over 750,000 new Chevrolets on the road since January 1st—an average of more than 30,000 new owners each week, to-day's Chevrolet, by a tremendous margin, is first choice of the world for 1928!

If you do not know all that today's Chevrolet offers, come in and study this sensational automobile. See how completely it provides the ten great basic factors which automobile buyers everywhere are now demanding! Satisfy yourself that the purchase of a Chevrolet assures you more automobile and more all-around satisfaction than you ever thought possible at prices so amazingly low!



The COACH
\$585
L. & B. Flint Michigan

1. DESIGN For fourteen years Chevrolet has followed a policy of constant progress in engineering, with the result that to-day's Chevrolet is modern in every detail of design.

2. APPEARANCE To-day's Chevrolet provides beauty of design and proportion to an exceptional degree because Chevrolet has at its disposal the unmatched facilities of the Fisher Body Corporation.

3. FEATURES Because the Chevrolet Motor Company has both the desire and the ability to provide quality features typical of the finest cars, to-day's Chevrolet is everywhere regarded as the world's most luxurious low-priced automobile.

4. PERFORMANCE Chevrolet's amazing performance is the result of a valve-in-head motor whose power is a matter of worldwide fame and whose snap and smoothness are assured by alloy invar-strut pistons, large valves with mushroom type tappets, accurately counter-balanced reciprocating parts, and an extremely efficient fuel carburetion and distribution system.

5. COMFORT The Bigger and Better Chevrolet is built on a 107" wheelbase, equipped with four long semi-elliptic springs not parallel to the frame. The seat cushions are provided with deep, resilient springs. This is a comfort combination unmatched in any other car at such low prices.

6. HANDLING EASE For ease of control Chevrolet design incorporates a full ball bearing steering gear, smooth-shifting transmission, light pedal action clutch and big non-locking four-wheel brakes.

7. ECONOMY Chevrolet owners enjoy true economy of operation because of such modern features as pump-circulation of oil and water, oil filter, air cleaner, ultra-efficient carburetion, crankcase breathing system and thermostatically controlled cooling.

8. MAINTENANCE Chevrolet enjoys a worldwide reputation for low maintenance costs because it is basically rugged in construction, built of the finest materials with the most modern precision equipment and embodies the results of millions of miles of testing at the General Motors Proving Ground.

9. RESALE VALUE Chevrolet's resale value is unusually high because Chevrolet's rugged construction assures many thousands of miles of dependable transportation while Chevrolet's style is so advanced that it maintains its good appearance for years.

10. PRICE As a result of worldwide popularity and tremendous production, from fourteen great modern plants, Chevrolet is able to offer these beautiful modern cars at these amazing low prices.

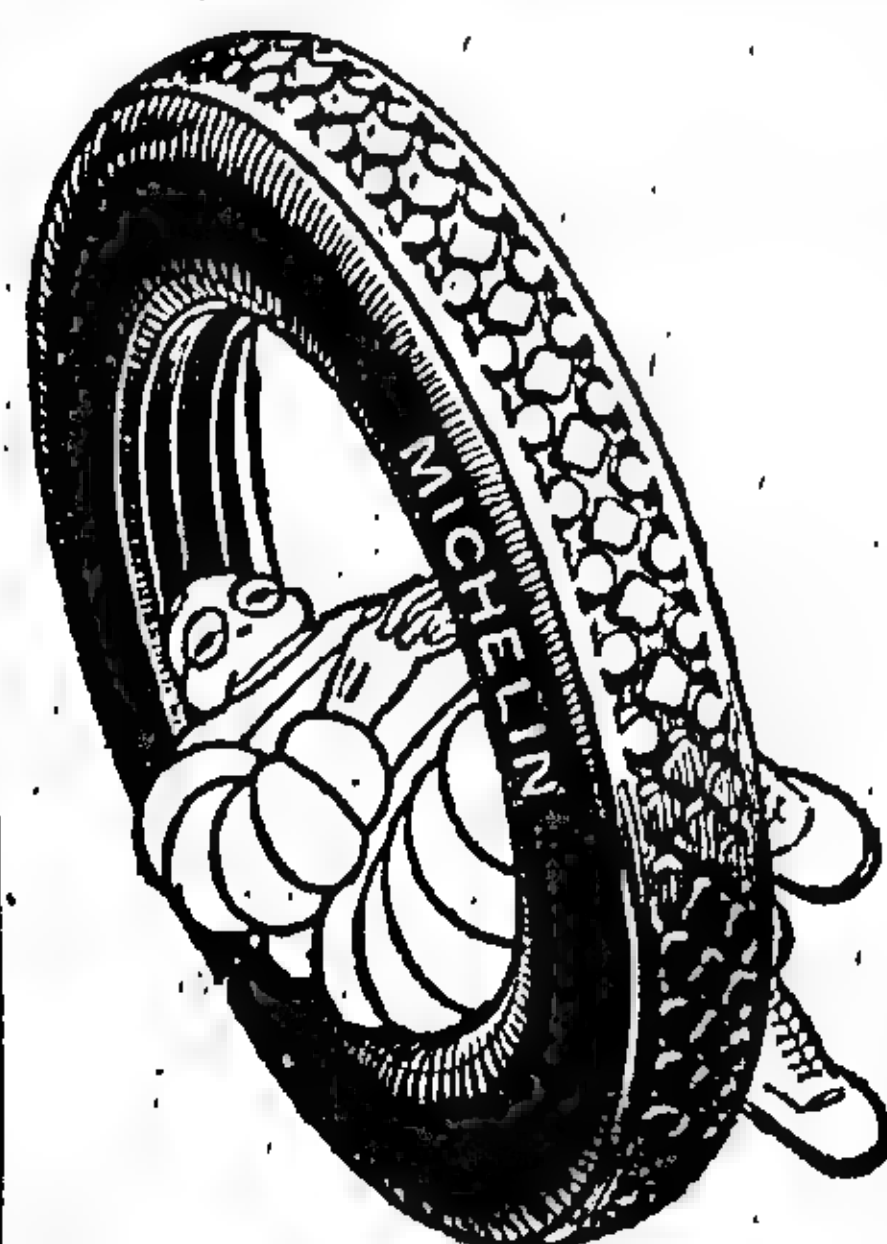
The Touring or Roadster.....	\$495	The Imperial.....	\$715
The Coach.....	\$585	Utility Truck.....	\$520
The Coupe.....	\$595	(Chassis Only)	
The 4-Door Sedan.....	\$675	Light Delivery.....	\$375
The Convertible.....		(Chassis Only)	
Spout Cabriolet.....	\$695	All prices f.o.b. Flint, Michigan	

THE BEST

Tel. C. 2221

Tel. C. 4821

HAVE A TRY
AND BE
CONVINCED



A. GOEKE & CO. DISTRIBUTORS
FIAT GARAGE DEPOT.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

Underground Boulevards Suggested.

[By Helen Dare.]

2—How to procure and insure enough quiet during the night for the population to get enough sleep to be fit for the next day's job and this includes not only the pedestrians, those who ride in buses, trams and the underground railways, but as many of the motorists as do not motor and too their horns through the night.

skirts, or in districts remote from the city, his job, he has to ride back and forth in the underground railway, which now is crowded to suffocation during rush hours. There are too many of him even for the sidewalks, where he clots in crowds to look into shop windows or read the political posters on the boards; or admire the engravings of the mechanical toys the street hawkers act to perform for the beguilement of prospect-

Nor are the interests of business forgotten, for in the plans for both the simple pedestrian boulevards and the more ambitious vehicular underground shops are included, entrances to the big department stores and, of course, attract-

to her station or the move-
 Cheap taxis have something to
 with this, but habit and custo-
 have more. Anyhow, motor traf-
 has so taken possession of Par-
 even to crowding the pedestrian
 the wall and eventually, perhaps
 underground, that the only ques-
 tion is what is the most practi-
 cal way of disposing of surplus
 pedestrians.

DEAL DIRECT.

THE FINE CAR OF LOW PRICE

For Particulars: The French Motor Cycle Co.
46, NATHAN ROAD, KOWLOON.

In all the above countries the concession is of a reciprocal nature so that British motorists are allowed the benefit of it because the British Government has for many years granted exemption from the motor vehicle tax to all visiting motorists whose stay in Great Br

WHEN stalled in mud, or sand do not spin wheels by allowing motor to race. This causes the wheels to bury deeper. Remove all obstacles from immediately in front of all four wheels. Use low gear and apply foot brake if necessary to keep wheels turning slowly.

CHANGED CONSTRUCTION.

Nash Four-wheel Brakes.

Construction of the braking system of the Standard Six of the new Nash "400" series is interesting.

The entire front wheel brakes are of new design—the brake operating the lever pin has been moved from steering knuckle to axle beam and now connects to brake operating cam by link to give greater leverage and quietness. The edge of the front brake drum has been flanged to give greater stiffness. For the owner-driver's convenience, the front

FOR SIMPLER LAWS.

The California Motor Vehicle Conference is considering more than two score proposed amendments to the state vehicle act, in an effort to simplify and modernize the state's traffic code.

brake support plate is provided with a small inspection hole covered with a plate, to allow for brake-shoe inspection.

This front brake support plate is equipped with an oil shedder that prevents oil escaping into the front brake lining. The rear wheel brake drum and brake shoe plate are new. Two steady brackets have been added to guide the rear brake band and a new rocker shaft steady bearing added with a longer arm.

THOUGHT IT SAFEST.

Model Driver Departed.

Another idol has exhibited feet of clay. After winning his city's medal as its "safest driver," Henry Bordlee, of Massachusetts (U.S.A.), has been fined fifty dollars for leaving the scene of an accident in which he was involved.

SPARKLESS AUTOS.

The first automobile—it was a "one-lunger"—had no spark plug. Ignition was accomplished by a "hot tube" which had to be preheated by the driver, with the use of a blow torch.

THE SPARK PLUG.

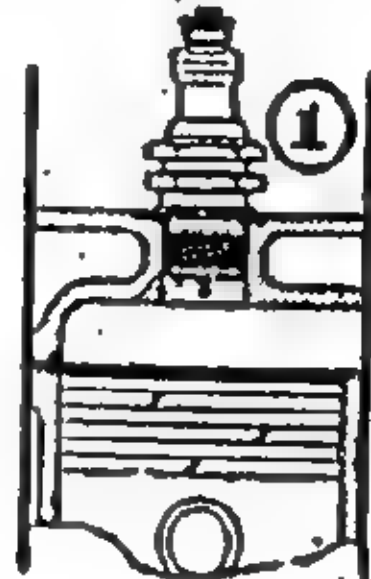
A Most Neglected Part.

USEFUL HINTS.

The spark plug has been one of the most neglected parts of the motor, despite its relatively high importance. Now, with the coming of high compression engines, and the existence of so many different types, this little ignition unit is even more important.

It has to be of the right sort for the particular motor you are operating, or you won't get the efficiency you should be deriving from your car. Merely ordering a spark plug from a dealer isn't enough. Not only should the make of automobile be mentioned, but the particular model, or you will fail to get the most out of your motor.

Here, Figure 1, for example is a spark plug that is much too short. With the ignition points set so far back in the cylinder head, some of

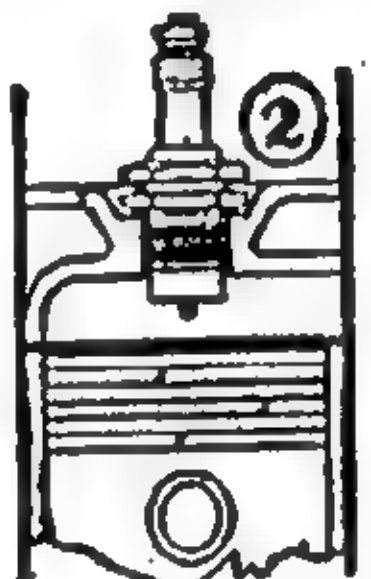


the unburned gases will stay behind in this little pocket during the exhaust stroke, with the result that the plug will become fouled and ineffective. The motor becomes sluggish and inefficient.

The gases that remain behind due to the increased space in the combustion chamber, from a short spark plug, will also prevent proper firing of the fresh incoming charge. Thus when the next spark occurs, there will be delayed burning, causing over-heating of the motor, as would result from the use of a retarded spark.

This causes not only loss of power and fuel, but a sluggish motor, difficult to start and slow in accelerating. At times, too, the motor will miss at high speeds.

Here, on the other hand, Figure 2, is a plug that is too long. Extending so far into the combustion chamber, the plug is exposed to the



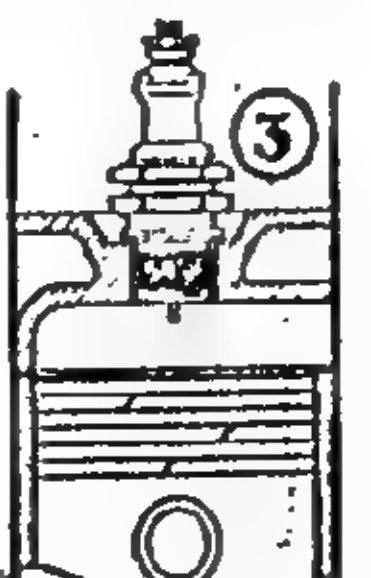
full heat of the explosion. This explosive temperature causes the electrodes to become red hot, resulting in pre-ignition and all its familiar difficulties—knocking, loss of power, missing and back-firing.

Compression ratios of engines differ more to-day than they used to. Besides, the rate of cooling of an engine and its speed vary with the make or model and have much to do with the choice of the proper kind of spark plug.

Greater heat is generated in the motor to-day, what with the development of higher compression ratios and higher speeds for the engine. Spark plug manufacturers have therefore had to design a plug that could ably withstand this increased heat and continue to operate well.

But to perform efficiently the electrodes must not become too hot.

The right kind of a spark plug for your motor, as shown here, Figure 3, fits so that the bottom of the plug is flush with the inside

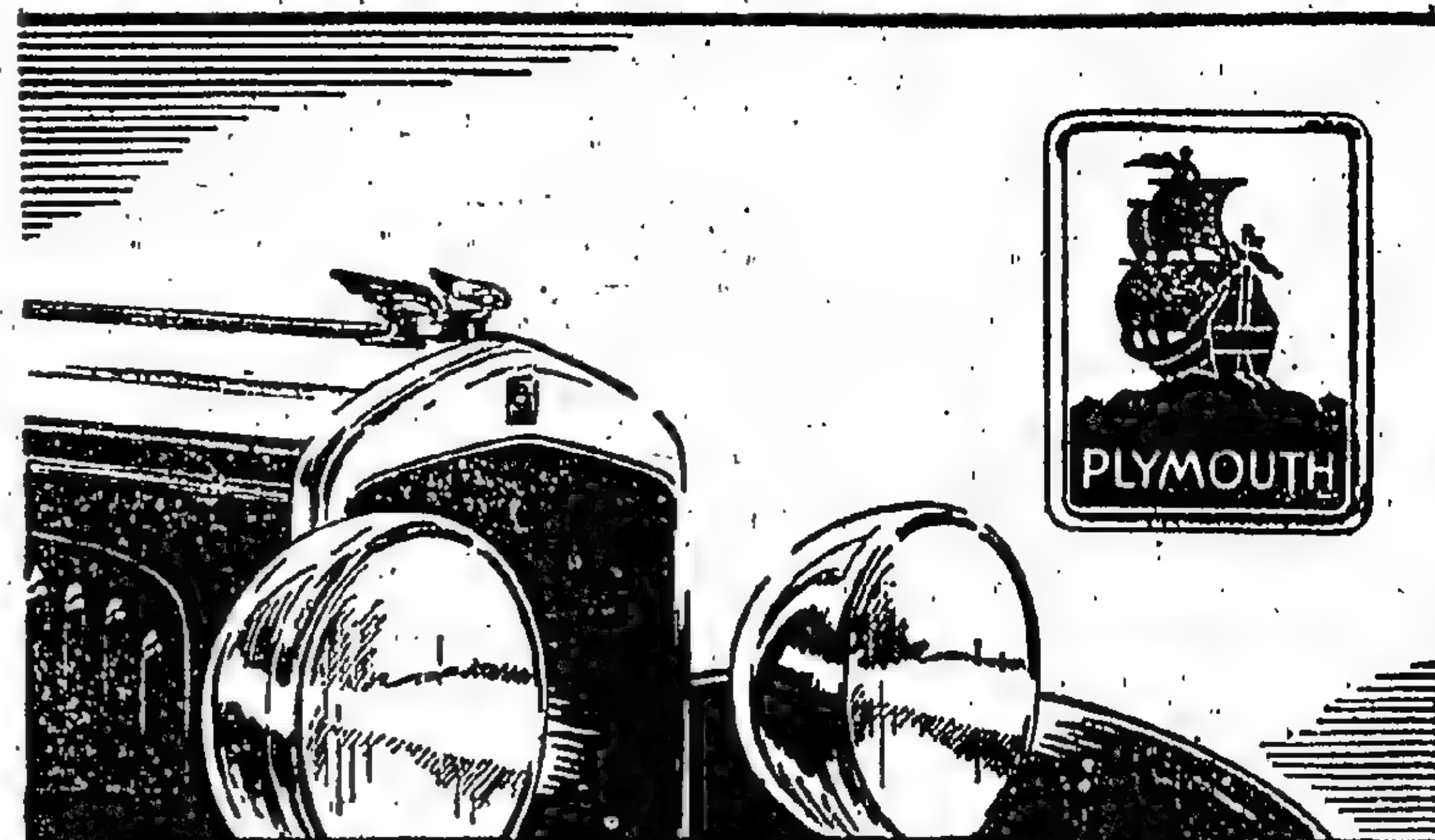


wall of the cylinder head, and the spark gap extends a little beyond into the combustion chamber. The gap should not extend more than three-sixteenths of an inch from the bottom of the plug.

That it is essential to get the right spark plug for every motor, is shown by the fact that spark plug manufacturers make many different types of plugs for varying car models. One maker, for instance, makes 18 different types of spark plugs for pleasure cars alone.

The number of types for racing cars is even greater, this company having developed some 20 models for these very high compression jobs.

NEW PLYMOUTH CHRYSLER



A New Car..A New Car Style..A New Zenith of Low Priced Car-Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

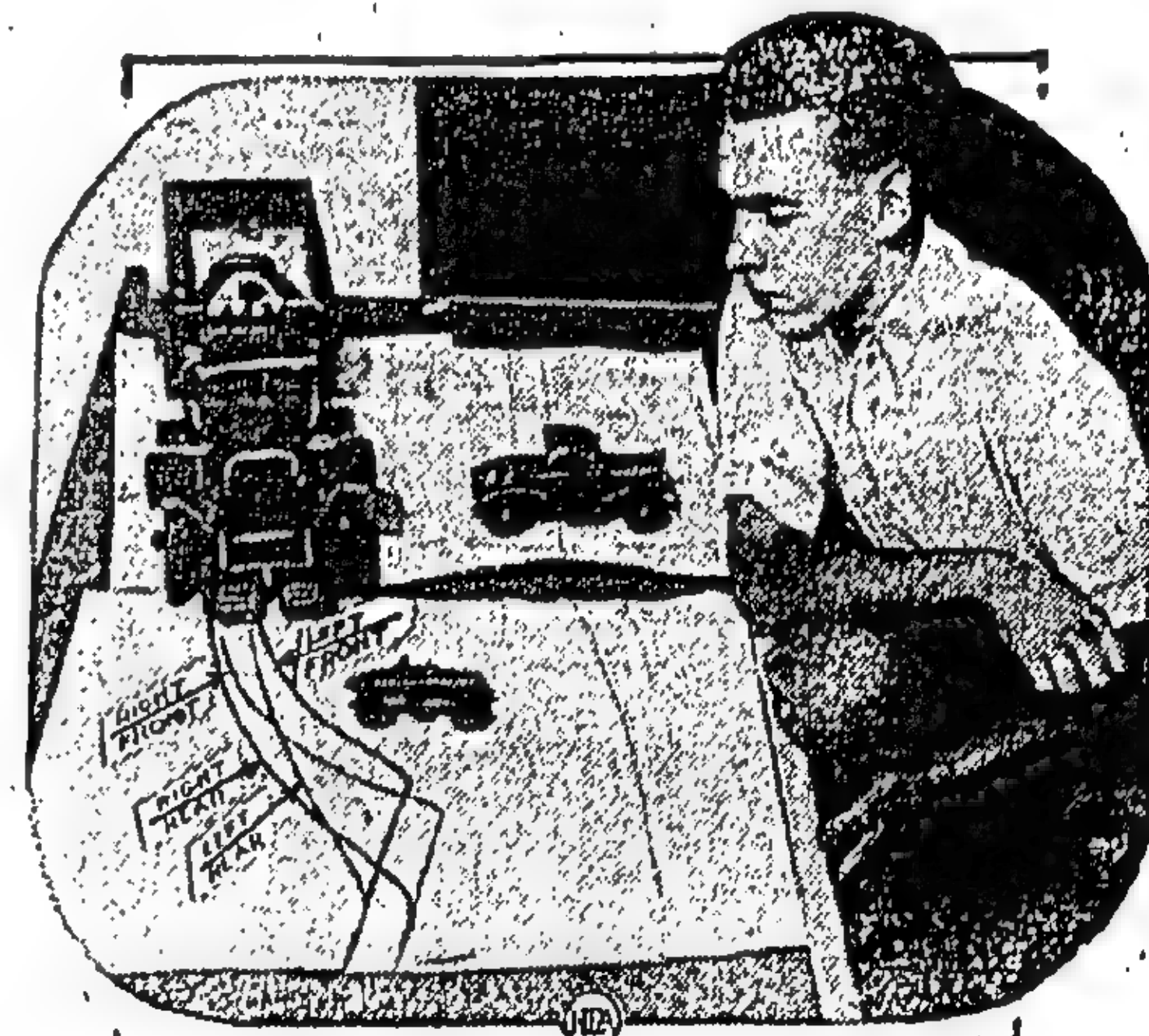
19, Queen's Road, C.

Tel. C. 1119.

TOYS USED FOR STUDY OF SKIDDING.

How U. S. Engineers Learn Reasons for Road Slips.

[Special to the Hongkong Telegraph.]



Washington, Sept. 25.—Several grown-up, serious-minded engineers in the U.S. Bureau of Standards here are playing with a number of toy trucks and automobiles, running them down a toy hill and along toy streets.

And Uncle Sam pays them for the fun!

But it's more than fun. It's a laboratory investigation into the mysteries of skidding.

Here is one extensive cause for many accidents on our highways that engineers so far have been unable to fathom. The scientists of the Bureau of Standards have therefore decided to unravel this mystery by the simple expedient of operating skidding automobiles under laboratory control.

The safest way to do this was to use toy automobiles and place them on an inclined plane resembling hill conditions. The truck, for instance, has brakes controlled by tiny electro-magnets at each wheel. These can be set at any required brake pressure and the truck started down the "hill."

Traced on Paper.

The toy "hill" can be raised or lowered to simulate various grades. Over the surface of this "hill" is a large sheet of paper over which ordinary tracing paper is placed. As the truck rolls down the hill and goes into a skid, the movements of all four wheels is traced on the paper. Knowing the brake pressures on the wheels, the engineers can study the forms of skids from the tracings on the paper.

Not content, however, with this laboratory "game," the engineers have taken their own automobiles out on the highway and attempted in practice what they had already seen done on a smaller scale. The road, of course, is kept clear and the driver is an expert, whenever these practical tests are made.

The first thing learned is that skidding results when the front wheels of an automobile are turning and the rear wheels are locked suddenly. The centre of gravity of the car may continue in a straight line ahead, but the car itself will make a complete turn about.

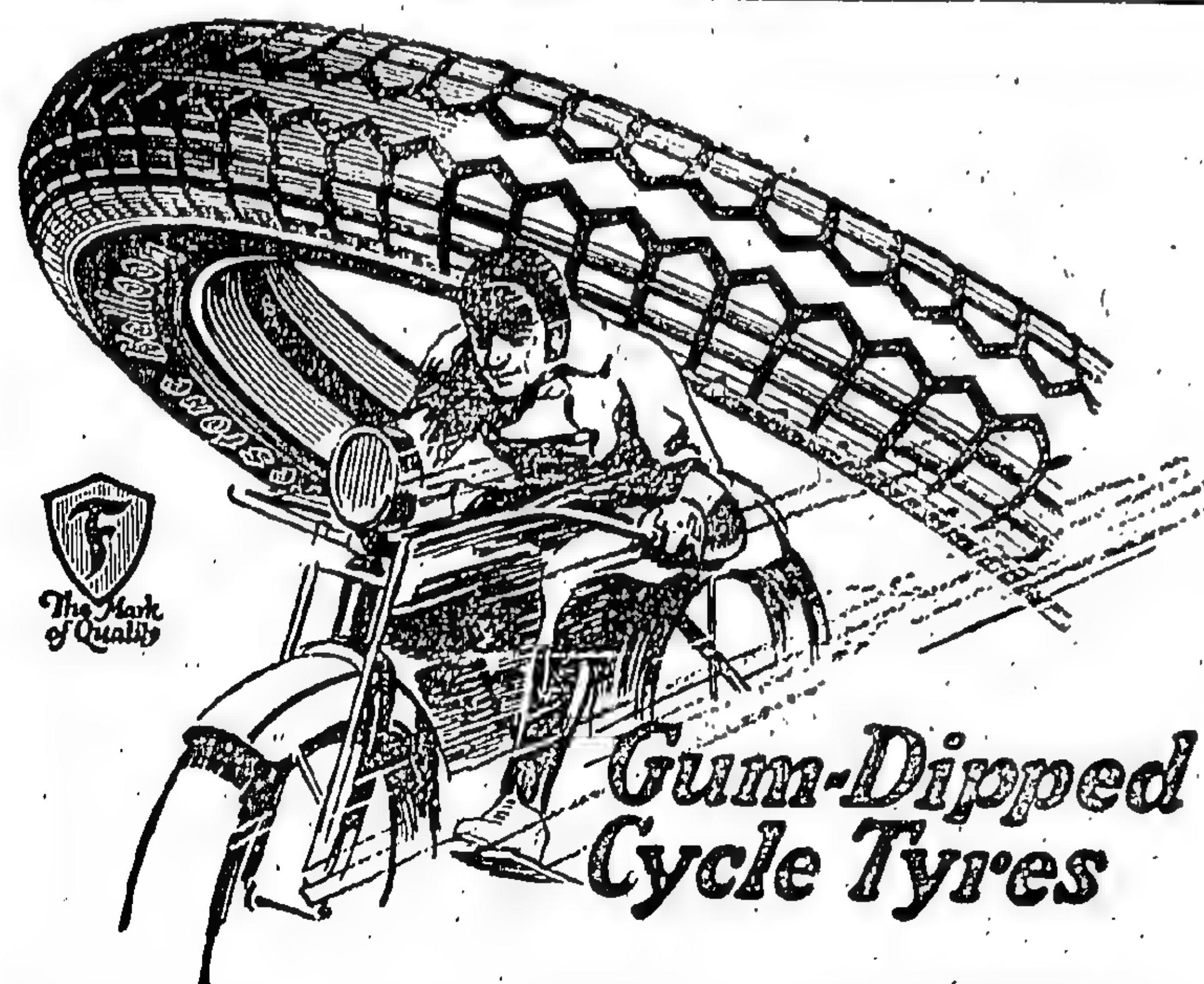
If the front wheels are directed straight ahead and the rear wheels are locked suddenly, even on a wet pavement, there is little likelihood of a skid. Despite this fact the engineers say it is dangerous to try to "straighten out" the car while it is skidding by turning the front wheels in the opposite direction to the skid.

Most Braking in Front.

In the case of four-wheel brakes, it is found that skidding

can be avoided on wet pavement if from 60 to 70 per cent. of the braking power is applied to the front wheels, and the rest to the rear wheels. This is contrary to present practice. It would not permit easy control of the steering wheel, with the front wheels under such great braking pressure.

But the scientists say that steering can be regained almost immediately, if the car is to be stopped in an emergency, by momentarily releasing the brake, steering the car and then almost immediately applying the brakes again. If most of the braking pressure is in front, also, care must be maintained at all times and sudden stops avoided. A sudden stop, under such conditions, would throw the occupants of a car forward with a dangerous jolt.



Gum-Dipped Cycle Tyres

A cycle tyre that will give you confidence in any kind of "going." The tread is scientifically designed to hold fast when turning, twisting and maneuvering in traffic. Under this safety tread is a carcass built of cords dipped in rubber solution, providing extra stamina, strength and long wear, and protecting the cords from fatigue. Economize with Gum-Dipped Cycle Tyres. Call upon us when.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

31, WONG NEI CHUNG ROAD, HAPPY VALLEY.

PISTOL PARTS
SECRETED.CHINESE FROM AMERICA
FINED.

Before Major C. Willson, at the Central Police Court this morning, a Chinese returning from the United States was charged with the possession of two Luger pistol magazines and a striker, without a permit from the Captain Superintendent of Police.

Accused was a passenger from New York, having arrived here on the 16th instant en route to Kowloon. He was arrested on the Ping On Wharf, the pistol parts being found concealed in a clever manner amongst his luggage.

Asked to plead, he told the Court that his father in the country owned a pistol which was without the essential parts which he was now taking back to him.

The police stated, however, that the pistol parts were secreted in a manner suggesting guilty knowledge. The magazines were stowed away in a sack containing farming tools, while the striker was found in the interior of an electric torch from which the battery had been removed to permit the necessary room.

His Worship said he could not entertain the plea of ignorance of the local regulations in view of the facts presented by the police.

Defendant was fined \$100, and went away grumbling and mumbling something to the effect that he had been harshly penalised for a trivial offence.

DOUBLE TAXATION
PROBLEM.HOW CONVENTION AFFECTS
AERIAL CONCERNS.

London, Oct. 26. At the League of Nations buildings in Geneva, Government experts have resumed the discussion on double taxation and fiscal evasion.

A suggestion was before them that shipping companies should be taxed only in the countries in which their real centres of management are situated.

Sir Samuel Instone, director of the Imperial Airways, London, who is taking part in the meeting as a representative of the International Chamber of Commerce, stated that air transport companies wished the same principle to be applied to themselves.

The chairman explained the text of the Draft Convention did not confine the application of this principle to machine shipping companies. It could be extended to cover lake or river shipping, or aerial transport.—*British Wireless.*

MOTOR "TOOTING"
NUISANCE.

(Continued from Page 1.)

Kowloon.

17. Austin Road, opposite Kowloon Bowling Green Club, south side.
18. Middle Road, south side.
19. Peking Road, south side between Hankow Road and Ashley Road.
20. Cornwall Avenue.
21. Cox's Road.
22. Jordan Road, west side.
23. Salisbury Road near Star Ferry from the junction of Canton Road to the entrance of the premises of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Stands for Private Motor Vehicles.

The stands for private motor vehicles are as follows:

Island of Hongkong.

1. Pedder Street, centre of roadway 50 cars.
2. Junction Bonham Road and Park Road 6 "
3. Junction Calne Road and Hospital Road 6 "
4. Junction Calne Road and Calne Lane 6 "
5. Junction Calne Road and Elgin Street 6 "
6. Glenelg, Junction Upper Albert Road and Calne Road 6 "
7. Tram Station, Garden Road 0 "
8. Junction Robinson Road and Castle Road 4 "
9. Junction Yuenia Road and Wong Nei Chung Chung Road 10 "
10. Golf Club 10 "

Hill District.

11. Opposite Peak Hotel 10 cars.
12. Magazine Gap 4 "
13. Jardine's Corner 6 "

Kowloon.

1. Junction Nathan Road and Hai-phong Road.
2. Junction Nathan Road and Jordan Road.
3. Waterloo Road.
4. Peace Avenue, Ho Mun Tin.
5. Kowloon Cricket Club.
6. Junction Observatory Road and Chatham Road.

CORRESPONDENCE.

WATER RESTRICTIONS.

[To The Editor of Hongkong Telegraph.]

Sir,—Regarding the drastic measures contemplated to our water supply, no doubt the authorities have a standard laid down, or a series of tests which a water tap must go through before they approve of it, but is it rigorously enforced?

I have seen the taps in houses only two or three months in occupation, in a pitiable condition. This, because of the very inferior type of taps and washers installed. It costs one dollar at least to have a washer (usually cut from the uppers of an old boot) replaced by the local plumbers, and the average poorer class Chinese tenant is not going to this expense if his taps are not functioning properly. It is far more economical and convenient from his point of view, to let the water run to waste. Or, if he invests a dollar for a new washer, he is not prepared to do this every month, which is the average useful life of the local product.

There are a number of English manufacturers of patent water taps who give a three years guarantee with each tap sent out. Some of these types do not require any packing, have no washers to get out of order, are comparatively cheap, and with careful handling will last twice their guarantee period.

I certainly think that if the authorities forbade the importation and fixing of the existing type, and required landlords to install a similar type to the above-mentioned, there would be a considerable reduction in the amount of wasted water.

Furthermore, it would not be necessary for garden lovers to go to the expense of installing a system of storage of dirty sullage water for use on their gardens, as is being done by many at the present time, in order to economise.—Yours, etc.,

STORCK.

Hongkong, October 27th, 1928.

SIMON COMMISSION'S
DIFFICULTIES.SPECIAL FINANCE ASSESSOR
APPOINTED.

London, Oct. 26. An important announcement has been made in India by Sir John Simon, the Chairman of the Indian Statutory Commission.

In view of the importance and the difficulty of questions which are coming before the Indian Statutory Commission relating to the Meston Settlement and other aspects of Indian public finance which require expert and impartial consideration, the Commission has invited Mr. Layton to act as its Financial Assessor. Mr. Layton who is the Editor of the London newspaper, *Economist*, is making arrangements to leave London in December and will be available to assist the Commission early in the New Year.—*British Wireless.*

STORCK.

Hongkong, October 27th, 1928.

STORCK.

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TRAIN WRECK
ATTEMPT.MYSTERY OF STONES ON
THE RAILS.

A WEEK'S SECRECY.

Lingfield (Surrey), Oct. 5. A mysterious attempt to wreck a train in the early hours of the morning between Lingfield and Dormans has been disclosed. Although the attempt took place in the early hours of September 28, the news was kept secret for nearly a week by order of the railway authorities. The police had hoped that the criminals, annoyed at the failure of their first attempt, might have made a further one and have been caught red-handed at their dastardly work.

Both Lingfield and Dormans Stations are some way from the main road. The permanent way, after the little station of Lingfield, runs over a bridge, and thence through a wooded country to Dormans. The small village of Dormans Land is some three-quarters of a mile higher up on the hill. The population is under 2,000.

It was near the bridge between the two villages that platelayers, walking along the line, noticed a number of large stones placed on both tracks. They estimate that there were nearly 50 stones of sufficient size to wreck an approaching train. The last train to pass over the line was the 11.50 a.m. from East Grinstead. Rain had fallen at about 3 a.m., but, although the shower had ceased when the platelayers passed the spot, the track was still wet.

Train Due.

When they saw the obstruction the workmen realised that the first morning train was due to pass at any moment. They worked at feverish speed to clear the line in time, and while doing so noticed that the ground and the rails under the stones were dry. That narrows down the time of the train-wrecking attempt to between midnight and 3 a.m.

Officials of the Southern Railway were of the opinion that mischievous boys might have placed the stones on the track, but it seems unlikely, in view of the hour of the attempt—the size and number of the stones would have required quite a gang—that a number of mischievous boys should be looking for innocent amusement along a deserted railway line at about 2 a.m. The Company, in spite of this deduction, reiterated its theory last night, adding that the boys might have been "taking a short cut." This, however, seems improbable. There is a steep embankment at the point where the stones were laid, and approach to the track is by no means easy.

The Secret Out.

Now that the secret is out, however, the whole countryside is excited about the mystery, and local folk are busy discussing the problem of the identity of the miscreants.

A railway official at Dormans said: "We are all puzzled about the affair. When I came to work last Friday morning one of the platelayers told me how he and his mates had worked to free the line from the stones. 'There were heaps of stones,' he stated, 'and we spent a quarter of an hour pushing them away one by one. They were large stones and not easy to move!'"

ENGLAND'S MUSICAL
PLIGHT."NO ORCHESTRA IN FRONT
RANK."

Leeds, Oct. 1. "England, from the musical point of view, is not only immeasurably below the standard of other nations, but it is also the only country in the civilised world which has fallen back from the level of twenty-five years ago."

In these words, Sir Thomas Beecham, speaking at the Leeds Lunch Club to-day, once more attacked the musical standards of this country.

Twenty years ago, he said, English orchestras took rank with the best on the Continent. "Now, there is not in the whole country—with all respect to the one which is engaged at the Leeds Festival—one which is in the front rank according to the estimate of most Continental countries."

"You have in this country," Sir Thomas said, "that superannuated, obsolete, beastly, disgusting, noisy, horrid method of making music in sheer abundance known as the brass band. (Laughter.) Of this grinding, disorganising music there is plenty."

"Think of the gramophone. Look at the profits of the gramophone companies. Oh, I don't mind the profits. I have got shares in them all. (Loud laughter.) 'I make records, but I have never heard one yet I considered to be music.'"

Germany, he added, had 135 opera houses and 210 permanent orchestras. Italy—poor old Italy—under the yoke of Mussolini—had 70 opera houses, while as for France, there were five in Paris alone. London, with 8,000,000 of people, had not a permanent institution for opera.

Our Great Singers—Abroad.

The level of English singing was Sir Thomas said, not what it was 25 years ago.

"The idol of Austrian opinion is an Englishman. You have never heard him in Leeds, and I venture to say from my experience that you never will." (Laughter.)

As for composition, the most precious mind in music that this country had produced for the last 50 years, and the greatest composer to-day, was an Englishman. "For the first time in the history of the Leeds Festival," said Sir Thomas, "you are doing one of his masterpieces, but the bulk of his work is quite unknown in this country. This man is Frederick Delius. (Delius was born at Bradford, Yorkshire, and his works include the incidental music to 'Hassan'.)"

The Earl of Gosford was married in New York recently to Mrs. Beatrice Claffin Breese, of New York.

The distance between Lingfield and Dormans is just under two miles.

Official Statement.

According to an official statement issued by the Southern Railway last night, some platelayers reported on Friday, September 28, that they had discovered a number of small stones taken from the track ballast. It was thought that the stones had been placed on the rails by mischievous boys trespassing on the line while returning from a local fair.

There was no danger whatever to trains, the statements added.

The Very Idea!

During his voyage from Quebec in the Pacific Mtor Empress of France, Admiral Sir Dudley De Chair, Governor of New South Wales, discovered that she was his flagship during the time he was in command of the Tenth Cruiser Squadron in the northern blockade. At that time her name was Alsatian.

A tablet on board the vessel records that Alsatian was the flagship of the patrol between the Shetlands and Iceland, and intercepted 15,000 ships, escorted convoys numbering from fourteen to twenty-two ships to and from America, and was armed with eight six-inch guns and two twelve-pounder anti-aircraft guns. She steamed, while in war service, 266,740 knots.

It was the evening of an interesting family event, and the master was hoping it would be a boy. When the doctor entered the room the master seized him by the arm and demanded—"Is it a boy or a girl?"

The doctor who stuttered badly, replied—"Tr-tr-tr—"

"Qu-qu-qu—stammered the doctor.

"Quadruplets!"

"N-n-no. Tr-tr-try to take it qu-qu-quietly. It's a girl."

"I want a good book—something uplifting."

"What about 'The Last Days of Pompeii,' madam?"

"What did he do of?"

"An eruption, madam."

Mr. Nicholas Hill and Miss Marjorie Dawe, leading man and woman in the same touring company, were wedded at Marylebone registry office, London, recently. Miss Dawe defied superstition by wearing a green frock and cloak.

A typical sample of American poetry:

Fire is red,
And sunsets, too;
Lipsticks knock
Them both cyeckoo.

Some examination "howlers":

Letters in sloping print are hysterics.

Etiquette is the noise you make when you sneeze.

One of the chief uses of water, is to save people from drowning in.

A circle is a rounded figure made up of a crooked straight line, bent so as the ends meet.

The larynx is the voice box, and shuts when you swallow it.

A compass tells a man where he ought to go—it always points to the sun.

Latitude tells you how hot you are, and longitude tells you how cold you are.

An Aberdonian entered a butcher's shop and asked for:—"A sheep's head, please, and cut it as near the tail as possible."

King Zogu I. of Albania at least restores to the royal dignity a letter which had recently little of that timeliness. Most of the crowned Z's seem to be in the more distant recesses of history—Zedekiah, of Judah; Zenobia, of Palmyra; Zammama-sumiddin, of Babylon (we can hardly count Zeus). Has anyone of the letter sat on a European throne since Ziemomials, who stands in the history of Poland as early tenth century?

ENGLISH GIRL
STABBED.

MURDER CHARGE: BLACKS
TRACK A SUSPECT.

Melbourne, Sept. 30. William Watson Carr has been arrested for the alleged murder of Margaret Williams, aged 25, at Monthergill.

Williams, a good-looking English girl, arrived in Australia 18 months ago and was employed as a domestic servant. Carr arrived in Melbourne ten weeks ago, having worked his passage as a steward on the steamer Berrima.

Carr and Williams are said to have quarrelled at the house of the girl's sister-in-law, who was answering a knock at the front door when Carr is alleged to have stabbed Margaret in the back of the neck.

Carr disappeared, and was arrested to-day after black trackers had been employed in the search for him. He informed the police that after the tragedy he twice swam out to sea, but the waves washed him back.

A London man, Mr. H. Waldo Warner, has been announced as one of the winners of prizes amounting to 10,000 dollars (\$2,000) offered more than a year ago by the Musical Fund Society of Philadelphia for Chamber music compositions.

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THE WORLD OF SPORT

TO-DAY'S CRICKET.

HONGKONG C.C. TO MEET INDIAN R.C.

The following will represent the Hongkong C.C. in a first division League match against the Indian R.C. on the Hongkong C.C. ground, commencing at 2 p.m.—H.R.B. Hancock (Capt.), A. W. Hayward, Roy. E. K. Quick, H. Owen Hughes, A. C. L. Bowker, C. D. Wales, H. V. Parker, J. Bonnar, D. Moor, E. J. R. Mitchell and E. K. West.

H.K.C.C. 2nd XI v Club de Reccelo.

Hongkong C.C. second eleven will be represented by the following in their match against the Club de Reccelo at King's Park at 2 p.m. to-day.—A. H. Gillingham (Capt.), G. P. Lammer, V. W. L. Stanton, G. R. Vallack, A. Reid, W. B. Cornaby, W. K. Tait, L. A. R. Duncan, A. B. Raworth, H. R. Remington and J. E. Hancock.

Wayfoong v Navy.

Wayfoong cricketers are getting into trim early this season for their coming "Hong" matches with Ewo and Taikoo and on Sunday they are playing an all-day match at King's Park against a Navy XI captained by Pay. L. Waters. In this they will be represented by—W. J. Clerk, R. A. Green, J. Hall, I. H. C. Highet, B. F. Massey, H. V. Parker (Capt.), J. H. Raikes, M. D. Scott, E. P. Streetfield, F. H. Swaine, J. Wilkie.

THE HOCKEY CLUB.

TEAMS FOR THREE MATCHES NEXT WEEK.

The First eleven of the Hongkong Hockey Club to meet the H.K.S.R.A. on the Marina Ground at 5 p.m. on Wednesday will be—A. C. Howell, O.E.C. Martin, D. Lyon, A.A. Dand (Captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, W. Woodward, G. E. R. Divell, C. C. Francis and G. R. Vallack.

The following have been chosen to represent the second team of the Hockey Club in a match with the second eleven of the H.K.S.R.A. on the Marina Ground at 5 p.m. on Monday.—K. M. Tait, R. R. Todd, L. F. Nicholson (Captain), L. A. R. Duncan, Major J. P. Greig, Rev. N. Evans, J. H. Plummer, I. W. Shewan, R. K. Valentine, W. A. Nowers and R. D. Beaumont.

The "A" team of the Hockey Club will play the K.O.S.B. Sergeants at King's Park at 5 p.m. next Friday, the selected team being—R. W. Sapsed, E. J. R. Mitchell, A. J. W. Ashby, T. Whitley, J. Gardner, E. R. West, Drake, F. E. G. Munn (Captain), H. V. Parker, L. A. C. Culthrop and E. C. Fincher.

Y.M.C.A. Team Against H.K.S.R.A. The following will represent the Y.M.C.A. 1st XI against the H.K.

FANLING GOLF.

STARTING TIMES FOR THE OLD COURSE.

The following starting times have been drawn for the old course at Fanling for Sunday:

9.24 a.m., A. D. Humphreys, N. E. Kent.

9.28 a.m., J. S. Dykes, W. A. Weight.

9.32 a.m., S. T. Butler, W. A. Stewart.

9.36 a.m., T. L. Christie, S. M. Monroe.

9.40 a.m., H. W. Moon, E. B. Clarke.

9.44 a.m., L. Garner, G. E. Mitchell.

9.48 a.m., D. Ellis, J. Gardner.

9.52 a.m., J. E. Mackay, H. Spicer.

9.56 a.m., L. E. Andrews, J. S. MacLaren.

10.00 a.m., C. W. Jeffries, W. M. Fleming.

10.04 a.m., E. R. Hallifax, Col. Lynch.

10.08 a.m., C. C. Stark, P. P. J. Wodehouse.

10.12 a.m., A. E. Lisaman, F. A. Redmond.

10.16 a.m., D. J. Gilmore, H. U. Ireland.

10.20 a.m., K. S. Robertson, E. D. Matthews.

10.24 a.m., G. W. Garrett, B. Graves.

10.28 a.m., S. J. H. Fox, R. P. Moodie.

10.32 a.m., B. J. Lacon, E. Kern.

10.36 a.m., G. W. Sellers, G. W. Rees.

10.40 a.m., H. R. Forsyth, R. K. Hepburn.

10.44 a.m., A. B. Purves, D. Forbes.

10.48 a.m., W. L. Alexander, T. Low.

10.52 a.m., E. N. Monte, J. A. S. Cameron.

10.56 a.m., A. B. Raworth, L. G. S. Dodwell.

11.00 a.m., G. Davidson, A. G. I. Bowker.

11.04 a.m., N. L. Smith, C. B. Johnson.

11.08 a.m., J. Coulthart, W. K. Tait.

11.12 a.m., H. A. Lammer, F. M. Ellis.

11.16 a.m., D. M. Goodall, E. P. Fletcher.

11.20 a.m., F. A. Merry, K. L. Dugan.

11.24 a.m., N. Garland, H. A. Kelly.

11.28 a.m., H. Roger, M. L. Clarke.

11.32 a.m., Capt. Pillau, Capt. Beeton.

There are 900 applicants for 100 houses which Lancaster Council have decided to build, at a cost of £37,399.

S.R.A. II. on Tuesday, next at King's Park, bully off at 5 p.m.—D. Harvey; E. R. Robinson; A. G. Jeffries; T. Seddon; F. Allen; E. O. Murphy; F. Munn; A. J. Ashby; F. R. Ashton; R. Murray; T. Price.

Y.M.C.A. will play in colours.

Club "A" Beat Reccelo.

In a Hockey match played yesterday at King's Park, the Hongkong Hockey Club "A" team beat the Reccelo 3-1.

"LEAVING PARIS TO THE MOB."

DEPUTY DENOUNCES A MILITARY PLAN.

Paris, Oct. 1. "Millions of peaceful citizens, women, girls and children, would be handed over defenceless, if only for 24 hours, to the cosmopolitan drags that form the essential elements of the revolutionary hordes." This ghastly prospect, denounced by M. Pierre Taittinger, Deputy for Paris, would result, he says, from adoption of the so-called "Plan Z," the revelations concerning which caused a sensation some time back. He will interpolate the Government on it as soon as the Chamber re-assembles.

Plan Z is declared to be a project of the Ministry of War for withdrawing all troops from Paris in case of a revolutionary movement, and leaving the capital undefended, save by the police, with the exception of the Elysee Palace and Ministerial buildings, which would be manned by soldiers until sufficient forces could be massed at Versailles to advance to Paris and crush the revolution.

At the time of the first news of Plan Z leaking out it was believed, on good authority, that the details given were much exaggerated and its general scope misrepresented. M. Taittinger, however, a man who weighs his words and as Deputy for Paris, has a personal interest in the matter, now states that the above sketch accurately describes the plan.

Monstrous.

It is monstrous, he says, to let the Communists know that they only have to make an effort in order to take Paris; monstrous that the Government should confess itself incapable of defending the capital; and monstrous to think of abandoning its population to the tender mercies of the mob.

Nor, according to M. Taittinger, is the danger imaginary. Thrice already in a century, in 1830, 1848, and 1871, has Paris been in the hands of revolutionaries. August 23 of last year, when the Boulevard Sebastopol was pillaged by the mob, gave a foretaste of the peril to-day.

The General Staff, states M. Taittinger, say that they have not troops enough in Paris to operate effectively, and only M. Chiappe, the Prefect of Police, resolutely refuses to agree to the plan.

When it is remembered that over nine per cent. of the population of the Department of the Seine, including Paris, is composed of foreigners, and that these foreigners are largely Communist workmen, the seriousness of the situation is apparent.

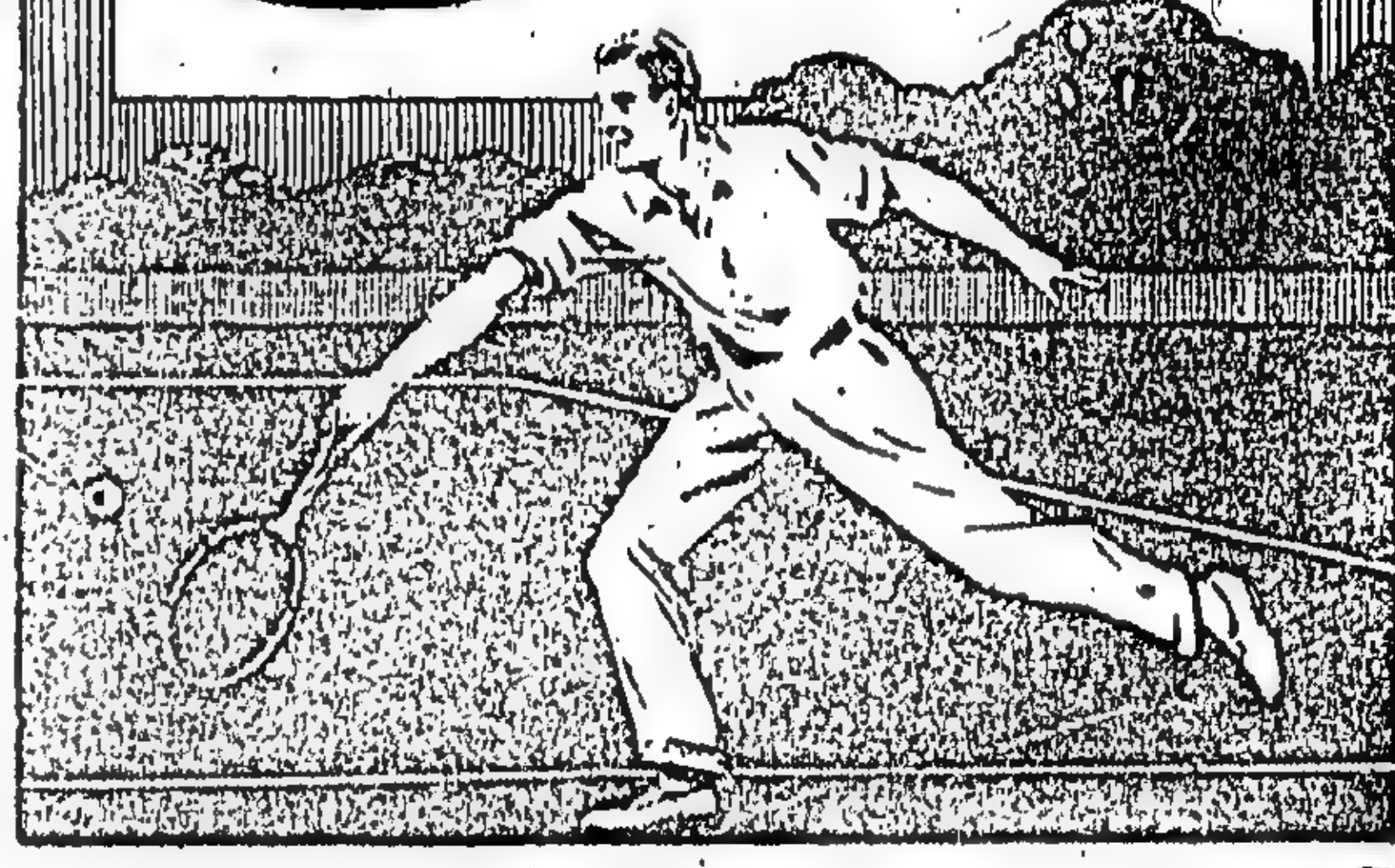
Madrid, Sept. 29.—A committee representing the hotel industry, sitting here to-day, decided to suppress the tipping system in Madrid and throughout Spain. An addition of from 10 to 20 per cent. according to the amount of the bill will in the future be added. The new system comes into force on October 1. Cafes, bars, and certain other places will be temporarily excluded from the measure.



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ST. PAUL'S BRIDGE SCHEME.

SAFEGUARDING THE CATHEDRAL.

Yet another modified scheme for the building of a bridge across the Thames between Southwark and Blackfriars Bridges has been approved by the Bridge House Estates Committee of the Corporation.

The new scheme provides a deviation in the northern approach as compared with previous schemes, the idea being to overcome the fears of the Dean and Chapter of St. Paul's that the excavations necessary in the construction of the bridge, and the vibration caused by the traffic using it, would seriously affect the foundations of the Cathedral. If the new scheme is carried out, the nearest part of the roadway to the Cathedral would be 200 feet away, while the eastern side of the Dome would actually be about 300 feet from the road.

The estimated cost of the whole work is £3,250,000; the increase of a quarter of a million from previous schemes being caused by the deviation.

Additional Viaducts. Under the new design, the bridge would conform with the earlier

schemes, but two new viaducts will be necessary, in addition to the three already provided for, in order to carry the roadway across Knight-riding-street and Cannon-street. The bridge will cross from Bankside on the south and pass over the north bank almost exactly midway between the two existing bridges, maintaining the same level until it reaches Chapside at the Peel statue.

This will necessitate the widening of Chapside at this spot, and a circular movement of traffic will take place into St. Martin's-le-Grand, which was made 80 feet in width some years ago in anticipation of such a contingency.

St. Paul's Bridge has now been under consideration off and on for 75 years. In 1920, when the Committee's last report was made, it was stated that the traffic which in 1911 was considered by Parliament sufficiently congested to call for the erection of a new bridge had since that time doubled.

Mr. F. Allcroft, a retired silk manufacturer, who was in the habit of walking by the side of the railway line, has been found dead on the track between Southwell and Mansfield.



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**EASTERN EUROPE
PACIFICATION.****POLITICAL MISSION OF
DANZIG.**

A Danzig correspondent has sent us the following:

The memorable speech with M. Briand, the French Foreign Minister, accompanied the signing of the Kellogg Pact is worthy to rank among the greatest oratorical achievements recorded by History. He pointed out, among other matters, that the Kellogg Pact has formulated in documentary shape the pacification of the world, and that it will be incumbent upon the future to organize the peace thereby established.

This object can only be accomplished by the elimination of the danger spots and danger zones that still threaten the peace of the world, and of which the Eastern section of Europe is one of the most important. The banks of the lower Vistula are inhabited by a population which is partly German and partly Polish, and in that part the area covered by the German Republic is cut in two by the so-called Polish Corridor. Near one of its termini lies Danzig, formerly a German seaport, but now made into a free city, i.e., an independent and neutralized state under the aegis of the League of Nations. Danzig constitutes one of the pillars on which the peace must rest. She is the natural intermediary between the west and the east, both politically and economically; and now that the diplomats at Berlin, Paris, Warsaw and Moscow are working for a German-Polish understanding, it may be of interest to investigate the special tasks that fall to her share in the capacity just described.

Danzig Problem.

It is not quite easy to approach the Danzig problem *sine ira et studio*. The city and the surrounding territory were forcibly severed from their German mother country under the terms of the Versailles treaty and were intended to facilitate Poland's access to the sea, i.e., to enable that country to get into contact with western nations. Danzig is near the spot where two entirely different cultural regions meet. Western and Eastern Europe are divided from one another, in spite of the levelling effects of certain aspects of our present-day civilization—by a deep chasm which neither the West, nor the East can bridge unaided. Danzig, however, could be of service in this connexion.

Even before the war Danzig took a large share in the transportation of raw material from the east to the west and of finished articles from the west to the east. Whilst, however, at that time the chief importance of the port of Danzig was due to the exportation of agricultural products, cereals and beet sugar, it now rests on a much broader basis—the rearrangement of frontiers in the east having caused the number of exported raw materials to be considerably increased, more especially as far as the products of the mining industry are concerned. The importation of manufactured goods, on the other hand, has suffered a severe setback owing to the protective tariffs raised by the East European countries.

Intermediary.

It will be the task before Danzig to act as an intermediary in the economic sphere and to open up, by an intelligent economic policy, new trade routes and additional channels for the distribution of imported articles. Danzig, occupying as she does an intermediate position between the western countries with their highly developed manufactures and the eastern nations with their wealth of natural resources, might be made the seat of numerous finishing industries where the imported raw materials from the east could be converted into manufactured or semi-manufactured articles ready for exportation. The development of such industries is actually facilitated by the customs policy pursued by the East European countries, more especially Poland. It will be incumbent upon the Danzig Government to encourage this development and to bring about an enlargement of the area set aside for the purposes of a free port, in order to enable the industries referred to settle in the free port as well.

A task more important—but also more difficult—than the one just outlined awaits the Free City in the cultural domain. Danzig forms one of the most advanced outposts of western—or, to put matters more precisely—of German civilization.

The extensive areas of Eastern Europe, sparsely populated as they are, have been unable to keep with western development, the result being that they only contain certain individual centres of civilization that have been powerfully influenced by western Europe. Their number includes, apart from the large cities, the

**STRANGE EXPLOSION
IN PICCADILLY.****PEOPLE THROWN INTO
THE AIR.**

Shortly before 5 p.m. on Oct. 2, when traffic in Piccadilly Circus was at its height and hundreds of people were crossing to and from the various theatres, there was an ominous rumbling, and the ground began to move as if at the approach of an earthquake; then, came a loud report, and stones and masonry were flung up into the air from three different corners of the Circus.

The three upheavals were almost simultaneous, and were followed by clouds of fumes and smoke. A woman crossing the street opposite the Criterion Theatre was flung into the air, a bootblack turned a complete somersault over his wooden box, a flower girl was thrown from her seat, and her roses were scattered in all directions, and women and children screamed with fear.

A few minutes later fire engines rushed to the spot and ambulances from Charing Cross were soon on the scene.

Indescribable Confusion.

All traffic was brought to a standstill, and for a quarter of an hour not a vehicle could be moved. Indescribable confusion reigned, for, owing to the fact that it was the height of the rush hour, omnibuses and cars were jammed along every approach. Regent-street, Piccadilly, Shaftesbury-avenue, and the Haymarket were solid blocks of traffic, and police worked hard to keep a way clear for the fire engines and the ambulances. Meanwhile, the site where once Eros stood had been railed off. The gangs of men who had been working under the Circus constructing the new Underground station were brought up in buckets by the large crane. About eight men were more or less seriously injured, and others suffered from shock.

One ambulance alone made six journeys taking people to hospital. Mr. G. Roberts, of Stafford-street, Kilburn, who was at work underground when the accident happened, said he was severely cut, "I and about eight other workmen," he said, "were constructing a subway when one of my mates put his electric drill through a light pressure gas main. The gas burst out with a rush. One or two of my mates went back to get some 'putty' (clay) to plug the hole with and the rest of us stood back in case of accident."

Masonry Torn Up.

The most serious upheaval was at the corner of the roadway opposite the Criterion Theatre and next to the public lavatory on the island site. Great pieces of wood-work and masonry were torn up and thrown into the air. Fumes poured out of the holes in the road and the report could be heard as far away as Leicester-square.

The new County Fire Office shook when the boards above the entrance to the new escalator were thrown up under the arches there, and further confusion was caused by the third upheaval in the roadway opposite Swan and Edgar, where much the same thing took place.

Exports were immediately called to the scene and were able to trace the cause of the explosion to a nine-inch gas main in the centre of the newly-constructed booking hall.

Most of the injured workmen were cut about the face or arms and were brought back to Piccadilly-circus after being treated in hospital, but others were gassed by the fumes. None was detained in hospital after 7 p.m.

A news-vendor, Peter Allcroft, whose stand is at the corner of Regent-street, near the Criterion, said that, when the explosion took place, he was nearly blown off his feet, and others standing by him narrow escapes.

Mr. Day, a boot-black, told me that there was a rumbling noise, followed by a detonation. "Three upheavals followed and the Circus was filled with dense fumes," he said. "A woman crossing the street opposite the Criterion was thrown several yards. A policeman took her away in a taxi-cab."

Official Statement.

An official statement issued by the Underground last night stated: "A slight explosion took place this afternoon near the new Piccadilly Tube Station. It is believed to have been caused by a small leakage of gas. Six workmen near the scene of the explosion were injured through falling debris. The train services along this route were not affected. Hundreds of people visited the wreckage during the evening, and workmen were busy at a late hour repairing the damage. A large part of the road had been torn up, and this section had been roped in."

German colonies in Poland, the Baltic countries and Russia.

The press of the West European countries receives its political information concerning Eastern Europe partly from Danzig, and vice versa. In this respect, therefore, the Danzig press can be of great and useful service to both sides.

GLIMPSES of JAPAN

IN ETCHINGS

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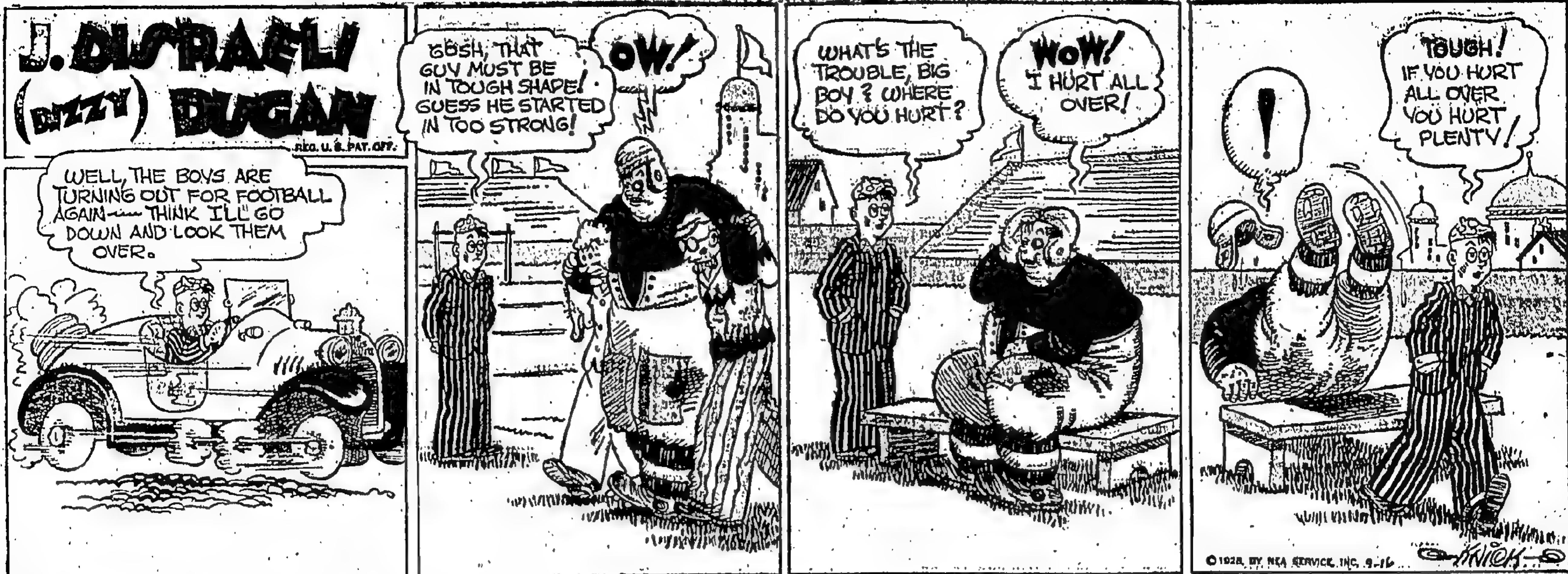
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WHITEWAYS FOR STANDARD VALUES

ROMANCE AND INTRIGUE

"HIS WIFE."

[By Mrs. VICTOR RICKARD.

Author of "The Light above the Crossroads," "The House of Courage," "A Reckless Puritan," etc.

CHAPTER XXI.

Orange breakfasted in her own rooms and waited as long as he could before going to the Works. A little time after he got there, he was rung up by Staveland, who had received his letter and, with great expression of pleasure, accepted his invitation.

"It's extraordinarily kind of you," he repeated again and again. "I find the hotel pretty beastly, and I'd like to stay a little while longer a Lympson. By the way, I hope your wife has no objection to my coming. You don't mention her."

"None that I know of," Walter said a little grimly, and without further formality he rang off.

All the morning Orange was invisible to the rest of the household, and Mrs. Priestly was only informed by a message from her son that Lord Staveland was to be expected in time for dinner. She was very alert, and Ada, white as paper and angrily crestfallen, sat over a book. Her resentment grew as she brooded over the wrongs inflicted upon her. Although Mrs. Priestly refused to speak further upon the subject, Ada knew that behind her calm, her mother was deeply moved and agitated.

At lunch, Orange did appear, listless and silent, and when the servants had left the dining-room, and the three women were alone, Mrs. Priestly, who had kept up a valiant monologue, remarked that she wondered at what time Lord Staveland would arrive.

Her host said, and Orange raised her head, her eyes angry and her face flushed. "Who has asked him here?" she said.

"Walter," Mrs. Priestly said, in a conciliatory voice. "He must have quite taken to that wicked young man."

"Walter has asked him here?" Orange said again.

"If you don't know him, why should you mind?" Ada asked. "Goodness knows, it's dull enough. I hope he won't ask Crakenhorp to meet him. That would be a little too much. Crakenhorp isn't a gentleman."

Orange ignored her sister-in-law's remark, and sat staring at her plate. Her emotions were nearly out of control, and she clasped her hands under the table, a sick feeling of nausea making her head swim.

Walter had invited Staveland to Cedarwood! She could hardly bear it. The ravages of her interview of the night before were still fresh upon her. Staveland's cynicism, his cool disregard for the fact that she was married, and his renewed love for her, which had broken loose when they sat in his private sitting room and she had tried to reason with him. He had called Walter "an absurd little fellow in spectacles," and laughed her to scorn when she said that she loved her husband. Here he was, back with her again. She had called him, and he had come, then why all this nonsense? It was upsetting for him to learn that she had rushed into this foolish marriage out of pique; but there was a way out, and in the circumstances, it was the only one for them to take.

Again and again she repeated that she had sent him no letter, and he grew angry at last and refused to listen.

"At your old games, Orange," he had said. "But this time I shall not let you go. You don't know your own mind, but, luckily for us both, I do."

And then he had come quickly to where she sat and had taken of the past, his eyes on her face, watching for his moment, until she had softened a little.

"I did love you," she had admitted, with her head bowed. "But all that is dead."

Then he had showed his hand. There was something irresistible to him in her. She had married just to keep him out; let her understand, then, that such a marriage was no barrier in his eyes. He had caught her in his grasp, held her until she

threatened to scream for help, and knowing she meant it, let her go. He had promised before she left the room that he would go away and not try to see her again. Now, for some reason, Walter had actually invited him to the house.

"It will go beyond my powers of shapemonger to undertake, Lord Staveland," Mrs. Priestly said, with a kind of saintly friskiness. "I shall hand him over to you young people. Though I believe married women are more in his line than innocent girls."

"Then Orange had better try her hand," Ada remarked, sharply. "What's the matter, Orange, you look very queer."

"It's the heat," Mrs. Priestly interposed. "Lie down for half-an-hour, Orange. It may steady your nerves."

"I'm going out," Orange said, getting to her feet. "I want fresh air."

Putting on her hat, she left the house and wandered into the woods and sat down under a tree. Walter never acted without reason. She had come slowly and painfully to an understanding of the inexplicable. She thought of the weariness of her heart, and her great longing for refuge, when she went across the dark dawn the night before. Of low, on her sad return, she had stood undecided what to do, and finally made up her mind to full confession to her husband, both of her visit to Staveland and her love for him. It had not been an easy resolve; she had dragged herself to the window of his room, feverish with anxiety, only to find—ah! the picture was seared in indelible lines on her memory.

Katherine Thorpe. Again Katherine Thorpe. And in his room.

The long hours passed and the summer day dreamed on, but no comfort came to her, and the prospect of return to the house was increasingly hateful. Staveland might keep his promise so far as to pretend that they were strangers, but this was only another lie, and her heart sickened at it.

Then the hidden foe who had sent the letter to Staveland and caused all this dreadful trouble. Who was he? In her misery she could only think of one name: Hubert Crakenhorp. He must have foretold out something of her past life, and, out of a savage desire to wreck her happiness with Walter, had stooped to this.

At length she got up from the sofa and began her homeward walk, heavy of heart and sad. The path wound through the wood, under the trees, and as she turned a corner which brought her to the gate she saw Crakenhorp waiting for her, his arms on the rail.

"Why are you here?" she asked, standing at a distance, as he stared at her in moody silence. His handsome face was dark, and he never took his eyes off her face. He looked older by years than the last time she had seen him.

"I came to tell you that I know how things are," he spoke mechanically. "So Lord Staveland is the man you've chosen?"

She did not answer at once. His face was so set and strange, as though he had come to the end of everything. His look was not that of pain, or despair, but just of nothingness; it was as though he had finally lost hold of life.

"Mr. Crakenhorp," she said, a sudden desire for kindness sweeping her like a travelling tide. "I'm unhappy, too. Can't we be friends? Is there nothing on earth except misery?"

"We can't be friends! Why ask it? You've given what I wanted to Staveland. I saw you go into his hotel last night. I've been half mad ever since."

"I've given nothing," she said, coming closer to the gate. "Let me through."

"And he's to stop in the house, I'm told," Crakenhorp went on. "That's Walter's way! The fool, the poor blind fool!"

(To Be Continued.)

RECENT DISCOVERIES.

DANGER OF QUAKES IN EUROPE.

During the past two years news concerning terrestrial catastrophes has been so frequent that timid minds have commenced to feel some anxiety regarding the future of our planet. What, then, is the danger of earthquakes happening in Europe?

The shores of the Mediterranean have been comparatively frequently visited by earthquakes. That region forms part of a belt extending from east to west, the broadest section of which is in the Far Eastern countries. All this is connected with the geological structure of Europe. During a period which, from the point of view of geology, must be described as recent, the curved faults of the Alpine mountains were raised in those districts, and their elasticity has not so far ceased to exist. The oldest mountainous strata of Europe were formed in its northern portions, and these were greatly lowered in consequence of the formation of the faults. The next period witnessed the rise of additional chains of mountains further south, those latter contributing in their turn to the broadening of the solidified area. When, however, the most recent European mountains, i.e., the Alps, were raised, they were intersected by a number of fissures and clefts which affected to a small extent the less elastic masses in the north.

Far greater, however, was the havoc wrought in the southern parts where the irregularities in the structure of the Alpine ranges are connected with the formation of the depression occupied by the Mediterranean. In those regions several danger zones are clearly recognizable. There the various ranges were pressed together, and not only volcanic eruptions, but also severe earthquake shocks testify to the unsettled state of the subterranean strata.

Centre Less Exposed.

Within the area of the older mountains which have disappeared through erosion seismic shocks, if any, are confined to the edges of the individual sections. Hence it is that Central Europe is less exposed to the danger resulting from earthquakes. In North Germany, where the vibrations are feeble in themselves, their effects are still further lessened by the deposits dating from the glacial periods.

In Southern Europe, too, there are certain areas—chiefly isolated mountainous districts—where the danger is less than elsewhere, e.g., in Spain. The Pyrenees in the north and the Sierra Nevada in the south enclose an area, the so-called Meseta, whose consolidated character is still due to the older series of mountainous formations.

In the Pyrenees it is the western or Atlantic section which is subject to earthquakes. Still greater is the danger in the south-eastern portion of Spain, especially on the Mediterranean slopes of the Sierra Nevada. In contrast with these two exposed areas in the extreme north and the extreme south, the intervening part of Spain, the above-mentioned Meseta, may be said to be more or less exempt from the danger of being visited by earthquakes.

Although we know something concerning the geographical location of the dangerous areas, we are ignorant as to the times when an earthquake may be expected to occur at a certain place.

Seismology, indeed, is still in its infancy as a science. Its development depends on the provision of additional seismological stations and of their supply with absolutely up-to-date instruments. We must endeavour to reduce the risk of suffering damage through earthquakes by the suitable construction of our buildings and to assist in the progress of the science of seismology which, in time, may be able to lay down some rules that will have to be complied with if we want to protect ourselves against earthquakes.

Eddie Cantor, who will be remembered for his quaint comedy antics in "Kid Boots," returns to the Star Theatre in another delightful comedy "Special Delivery" which recounts the adventures of a postman who mixes the mails with surprising results.

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FINAL SCREENINGS.

"THE STUDENT PRINCE" AT THE QUEEN'S.

"The Student Prince," the famous romance of Prince and peasant maid, will be shown for the last time to-day at the Queen's Theatre. Ramon Novarro of "Ben-Hur" fame and beautiful Norma Shearer are the leading players who give convincing portrayals in their respective roles. Huge and impressive settings of the ancient castles of old Heidelberg mark the picture as being well out of the ordinary. Performances commence promptly at 2.30, 5.00, 7.15 and 9.30.

"Beau Geste."

Major Wren's famous story of the French Foreign Legion, "Beau Geste" will have its final screenings to-day at the World Theatre. Ronald Colman and Noah Beery take the leading parts in this notable production. Owing to its great length the picture is being shown at special times—2.30, 5.00, 7.15 and 9.30.

"In Old Kentucky."

"In Old Kentucky," which also ends its season to-day at the Star Theatre, tells an exciting story of love and the race track. A cleverly staged and thrilling climax is provided in the form of a horse race which brings to a close a delightfully entertaining story.

TO-MORROW'S FILMS.

TWO COMEDIES AND A DRAMA.

Two new comedies and a dramatic picture will be screened at the leading local cinemas to-morrow and Monday, according to a special advertisement in this issue. "Senorita," at the Queen's, is a highly entertaining story of a fiery temperamental young girl of Spanish descent who encounters quite a few thrilling experiences in her effort to retrieve the waning fortune of her ancestors. Bebe Daniels is the heroine and is supported by an excellent cast of players.

"Love's Greatest Mistake" which will hold the bill at the World Theatre reveals Evelyn Brent, James Hall and William Powell in a fascinating tale of love and romance. A series of dramatic events lead to an equally thrilling climax.

Eddie Cantor, who will be remembered for his quaint comedy antics in "Kid Boots," returns to the Star Theatre in another delightful comedy "Special Delivery" which recounts the adventures of a postman who mixes the mails with surprising results.

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POLITE BURGLAR CAUGHT.

SERBIAN'S PRIDE IN HIS JEWEL THEFTS.

Paris, Sept. 24.
A one-eyed Serbian burglar named Milan Jorich, the proud chief of a band with a dozen important successes to its record in the course of six months, was arrested to-day, together with most of his men. Jorich, who was in a golfing suit when arrested, declares that the organising mind was his alone, and that his followers are "mere peasants."

A police inspector happened to pass the door of a jeweller's at Montreuil sous Bois, not far from Paris, when two suspicious looking men were offering precious stones (for sale). He arrested them, and this capture led to the arrest of Jorich and six others of the band, all Serbians except two, a Frenchman and a Pole, who acted as receivers and kept a shop where they openly advertised the purchases and sale of gold and precious stones.

Jorich is immensely proud of the sensation he has made for on more than one occasion he was taken for an Arsene Lupin in real life. He is the gentleman burglar masked and in evening dress who broke into a villa at Deauville and kept the ladies under the menace of his revolver while he made light conversation.

Apology for Cigarette.
"My smoking does not annoy you?" he asked, as he gathered up their jewels. He denies, however, the mask, saying that it was merely a handkerchief tied over his blind eye.

The speciality of the gang was houses and flats left empty by owners at the seaside. Apart from the Deauville burglary nine exploits in Paris are admitted by Jorich since March of this year. M. Ricques, a well-known journalist; M. de Haviland, Senator Cornudet; M. Blum, a man in big business; the Czechoslovak Legation; Mrs. W. K. Vanderbilt; M. Llanosoff, the Russian millionaire; Prince Murat, and Madame Heidelberg have all contributed to Jorich's revenues, which are estimated at over two million francs for the summer.

Jorich is said to be wanted by the police of his own country for armed burglaries. He is a very youthful looking man of 28, has prepossessing manners, and speaks five languages.

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FROM HONGKONG. FROM MACAO. 3.00 p.m. "WING ON" (Sundays Excepted) 8.00 a.m. "WING ON" EXCURSIONS TO MACAO. ON SUNDAY, 28th OCTOBER. S. S. "TAISHAN"

will depart from the Company's Hongkong Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

TRAINS COLLIDE.

THIRTY-ONE KILLED AND FORTY-SEVEN INJURED.

Bucharest, Oct. 26. It is believed that fifty persons were killed and injured in a collision between the Simplon Express from Bucharest with an express from Sinu, near Slatina. A sleeping car, two first-class coaches, a luggage van and the mail van on the Simplon Express were wrecked. Twenty-five persons have been sent to a hospital at Slatina.

Later. The casualties in the Express disaster are 31 killed and 47 injured. The former include four foreigners, the Italian engineer and his wife and daughter and a Greek. The accident was due to faulty working points.—Reuter.

SIMON COMMISSION.

EDITOR OF "ECONOMIST" IS INVITED TO JOIN.

Poona, Oct. 26. In order to have the expert advice of a British financial authority not connected with Indian central or provincial finance it is understood that the Simon Commission has invited Mr. W. Layton, the editor of the Economist to join the Commission in India in December.—Reuter.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page. TIRE, TARE, PARE, PARK, PERE, PEAK, LEAK.

TO CAMP OR NOT.

SOME PORTENTOUS SIGNS OF A HARD WINTER.

(By Robt. Macwhirter, K.B.G.C.)

I don't know whether it's because I'm getting old or what, but everybody nowadays seems to be worrying about something or other.

Folk are just chockful of alarms and from what I read it would seem that most of us live in a perfect fool's paradise. It doesn't matter what paper or book you lift, there's aye plenty of folk and to spare crossing mental bridges before they come to them. If it's not the rising tide of Mormonism, or again some bright lad discovers that in fifty years time folk will lose the use of their legs or at worst the world's petrol supply will peter out.

Then again it's the iniquity of the flapper vote or what's likely to happen to the Bricklayers Union if Chancellors of the Exchequer take to mixing mortar with their summer holidays.

As I said to Janet just the other night, it's either the exhaustion of natural resources, earthquakes, glacial movements, over-population, ductless glands, prohibition, spiritualism or egotism. As Sandy Brown's mother said the first time she saw his photo taken in kilt; it's a terrible business all together and hard to think!

Happy Delusion.

Mind ye, there's lot to be said in favour of them Chinese newspapers. To the average foreigner they're no nearly so upsetting. Even wif some of the Chinese themselves they're no so wearing, for wif language like you and the price of rice what it is, it's a toss-up whether your cook-boy thinks he's reading the Three Principles or the latest scandal at West Point. Ay, a language like that has its compensations. If you know what I mean, it's no nearly so disturbing.

But Janet, she doesn't bother much about what's likely to happen to her great-grand-bairns. They'll just have to fend for themselves in her idea. Of course, it's hard for some women to look into the future except it's a case of booking bride engagements and worrying whether it'll mesh a new fur collar this year. Ay, we've got about a hundred-weight of second-hand moth balls in our house right now, but still they dinna seem to do much good. It means new things every back-end; just the same—excepting of course; that a darn or two on the old man's second-best pair of trousers is neither here nor there. Ay, it's a fair fight, besides being the sign of a hard winter.

All for Peace.

But Janet, she's hard to put off once she gets a notion into her head. "Man," says she, "dinna' bother and let a body have a chance to get a word in edge-ways. Instead of moaning about other folks, what about yourself?" "Ay, lass, what now?" Then she started all over again for about the twentieth time about no going to camp. I'd been trying to bid her off for days but I may just as well have spoken to the Kwongmingtang. "Ay," says she, "when it comes to this time o' year, I aye notice ye get terrible patriotic. If it's no' "

TRAFFIC JAM.

TRAM-DRIVER FINED FOR TRAFFIC BREACH.

A traffic jam caused by the tardy response of a tram motor-man to the pointsman's signal in the junction of Des Voeux Road and Ice House Street, on Wednesday last, shortly after the 11th hour, led to a case before Major C. Willson at the Central Police Court yesterday afternoon. The motor-man was summoned for disobeying the signal and a plea of "not guilty" was returned by Mr. R. A. Wadeson for the defence.

P.C. Liu Shau-cheng, the pointsman on duty at the junction, said that on the approach of a string of four cars from the direction of the City Hall, he gave the first of them—a four-seater Austin driven by Mr. C. P. Marcel—the signal to turn into Ice House Street in the direction of the Star Ferry. At the same time he held his hand against a tram which, coming up from the West, had come to a stop at the point opposite the King Edward Hotel. All unheeding, the motor-man restarted his tram and crossed the entrance of Ice House Street. Witness explained that he had to stop the leading motor-car to prevent a possible collision with the tram.

Mr. C. P. Marcel said he was given the signal to swing round into Ice House Street, but found the tram in his way. He did see the direction given to the motor-man by the pointsman, who had his hand definitely raised against the tram.

Sergeant Baker, who brought up the rear of the string of West-bound traffic on his patrol cycle, said he was forced to pull up dead behind Mr. Marcel's car, when the latter could not proceed faster because of the obstruction caused by the defendant.

In his defence, the defendant stated that the signal was given against him only after he had restarted the car and had moved for some distance across the junction. He then pulled up in within 12 or 14 feet.

His Worship found the offence proved, and imposed a fine of \$10.

Halloween, it's the Ball, and now you say you've promised a man to go to camp on the 16th. A likely thing to be sure! But you up wif a kilt out at Fanning and wearing the boots off your feet. You'll just writie and tell him that you canna' go stravaiging the New Territories that week-end anyway. You know you promised to help me at the M.C.C. affair on the 17th. Ay, that's enough to worry me without you making it worse getting shot wif they neisty machine guns.

"But I got a loan o' a camp-bed this year," says I.

"A well you'll be better sleeping in your ain house this year. Besides, if I have my way, you'll sleep without rocking the night you get home frae Lee Gardens."

"A richt, a richt, hand your wheest wumma!" As I was saying, material well-being inna' the ultimate object of life. Spiritual well-being is also demanded by civilised men and women. Quoos.

All the same, I think you'll agree wif me that the establishment of spiritual peace inna' so simple a thing as it looks.

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Carrying His Majesty's Mails, will be despatched from this Port on or about Wednesday, 31st October 1928, at daylight taking Cargo for the above Ports. Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon the day before sailing. The contents and value of all packages must be declared. For further particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 27th October, 1928.

AMERICAN & ORIENTAL LINE.

From U.S.A.

The Motor Vessel, "CEDARBRANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 1st November, 1928, will be subject to rent.

All Claims against the Vessel must be presented to the Under-signed on or before 8th November, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Thursday, 1st November, 1928, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by THE BANK LINE LIMITED, General Agents.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "PAUL LECAT"

Arrived Hongkong on 23rd October, 1928, from MARSEILLES, &c., Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godown of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 1st November, 1928, or they will not be recognized.

Damaged Packages must be left in the Godown for examination by the consignee, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday the 29th October, 1928.

No claims will be admitted after the goods have left the Godown.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 23rd October, 1928.

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*MACEDONIA	11,120	10th Nov.	Bombay, M'los & L'don
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TILAWA	10,006	5th Nov.	Amoy, S'hai, Moji, Kobe & Osaka
TANDA	6,956	6th Nov.	Moji, Kobe, Osaka & Yokohama

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All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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Haruna Maru Saturday, 17th Nov.

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Tango Maru Wednesday, 19th Dec.

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Hakodate Maru Saturday, 27th Oct.

Tamba Maru Sunday, 11th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico, & Panama.

Rakuyo Maru Monday, 12th Nov.

SOUTH AMERICA (EAST COAST) via Singapore,

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NEW YORK AND BOSTON via PANAMA.

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LIVERPOOL via Port Said, Genoa & Marseilles.

Toyooka Maru Wednesday, 21st Nov.

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Tango Maru Friday, 16th Nov.

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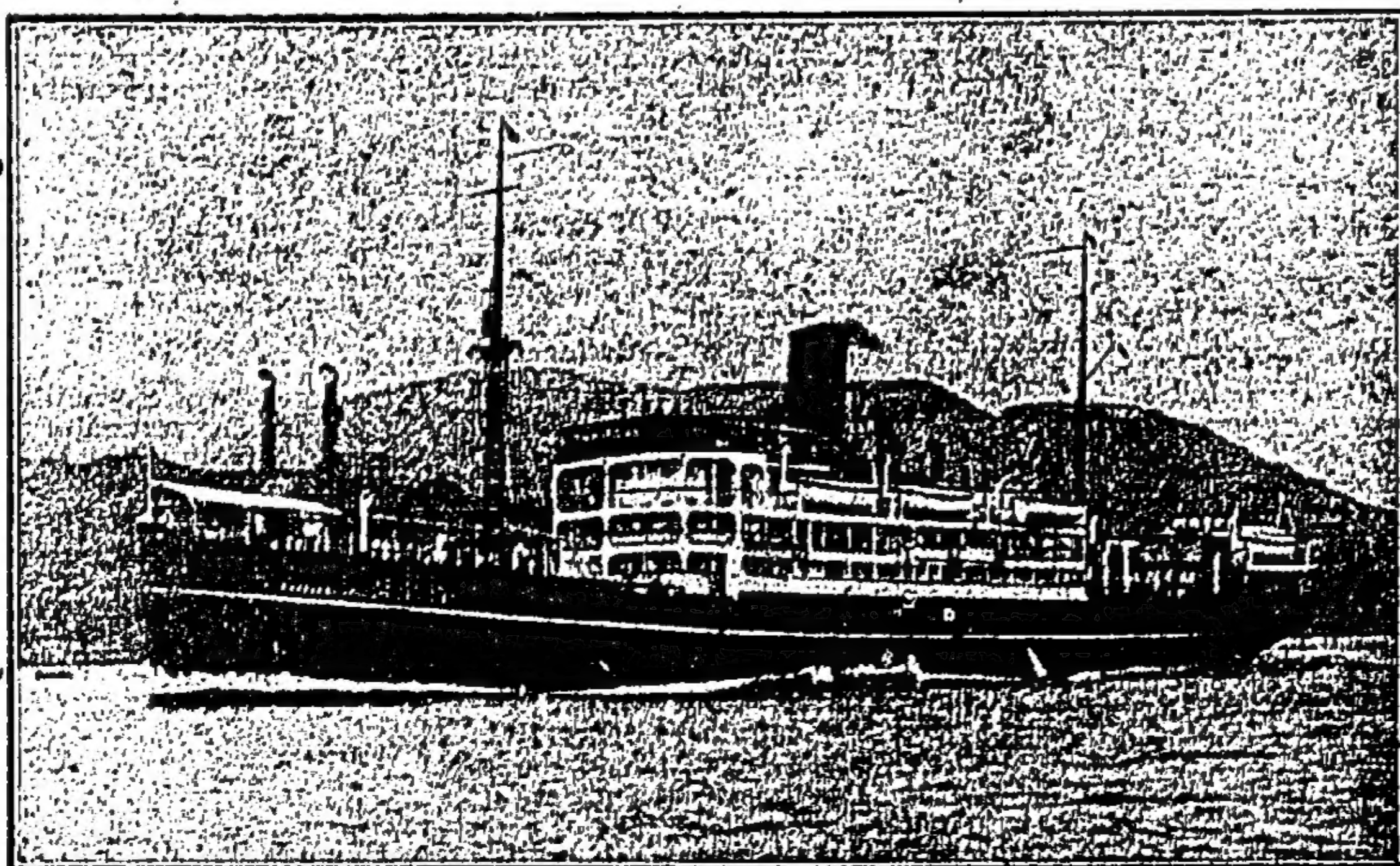
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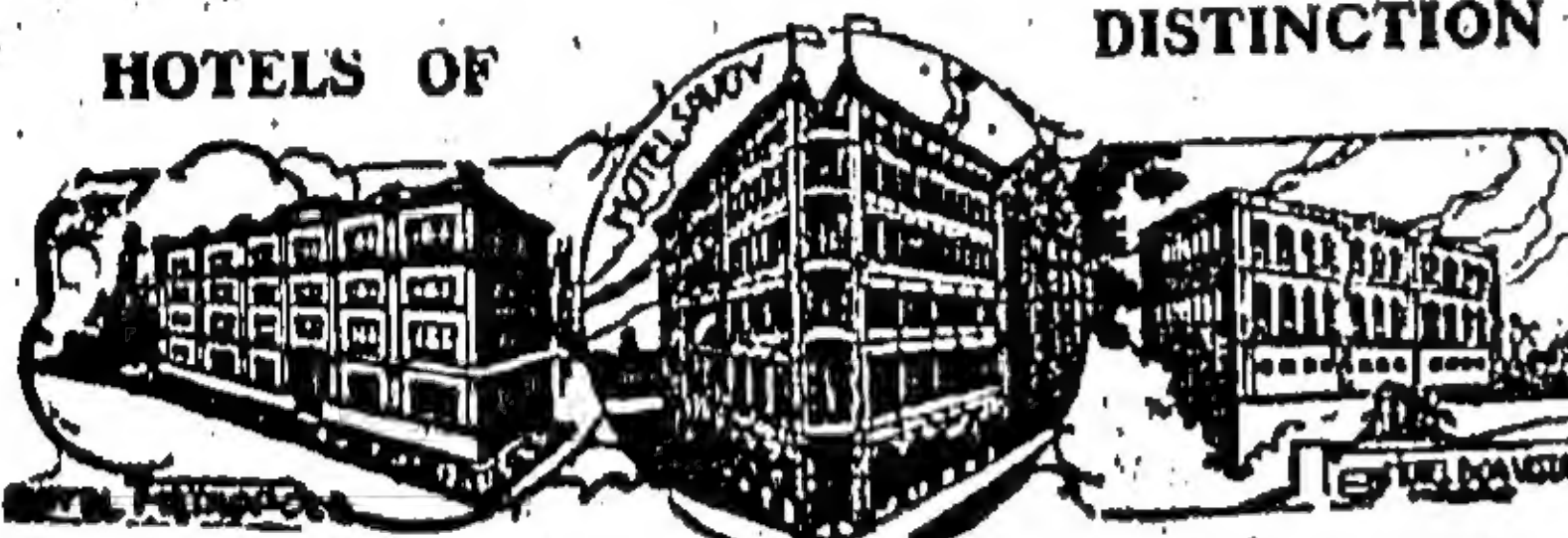
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and Luxuries of Modern Hotel
Construction
THE HOTEL RIVIERA,
MACAU.
Cable Address: "RIVIERA, MACAU."

DIET PRESIDENT'S WHISTLE.
GUARANTEED TO DROWN ALL
INTERRUPTION.
Berlin, Oct. 2.
A novel use for loud speakers has
been found in the Prussian Diet,
which opened its autumn session to-
day. The Communist habit of rais-
ing hallelallos in that Chamber
has become so inveterate that deter-

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Hongkong.

CENTRAL COUNCIL POWERS.

NANKING KUOMINTANG WANT
AN EXTENSION.

U.S. AND EXTRALITY.

Shanghai, Oct. 26.
There appears good ground for
the belief that the Central Kuomintang in Nanking is determined
to expand the authority of the
Central Political Council. At a
meeting of the Central Kuomintang
yesterday it was decided to
extend the jurisdiction and
powers of the Council.

The first meeting of the Nanking Administrative Yuan, or
Executive Council, took place yester-
day, those attending including
Messrs. Tai Yen-ku (Chairman),
Sun Fo, Wang Peh-chun, Yi Pei-
chi, H. H. Kung, T. V. Soong,
Hsueh Tsh-pi, Chang Mon-lin and
Marshal Feng Yu-hsiang.

The meeting was of an informal
character, but the jurisdiction and
functions of the various depart-
ments of the Yuan and the ap-
pointments of assistants for the
various departments were discus-
sed at some length. Various names
were mentioned and these will be
submitted to the State Council for
sanction and approval.

U.S. and Extrality.

Shanghai, Oct. 26.
It is understood in Nanking
that the United States Govern-
ment's reply to the Nationalist
Government demand for the abroga-
tion of extra-territoriality will
be formally announced by the
Chinese Government on November
1st.

Join Kuomintang.

Shanghai, Oct. 26.
It is reported from Peking that
all officers and men the Peking
Garrison Troop Headquarters for-
mally became members of the
Kuomintang Party yesterday.

Jehol Settlement.

Shanghai, Oct. 26.
General Chang Hsueh-liang,
leader of the Manchurian Govern-
ment, has dispatched a telegram
to the Nationalist Government
suggesting that Jehol be a special
Province to be controlled by a
Provincial Government Council,
the members of which should be
appointed by the Nationalist Govern-
ment.

General Chang suggests that the
present Jehol ruler, General Tang
Yu-lin, be given a new post.

The cable concludes by request-
ing the Government to order the
evacuation of all Nationalist
forces approaching Jehol.

HOPE AND CRISIS MINGLE.

(Continued from Page 1.)

be without responsible heads, and
that two departments in the gov-
ernment will be in the hands of
two acting ministers. This re-
port, however, has been emphati-
cally denied by General Feng Yu-
hsiang and General Yen Hsi-shan,
both of them having expressed
their desire to stay in the Capital
to help in the reconstruction work.

The Future.

The present five-yuan system is,
of course, good only for the so-
called political tutelage period.
When the period is over, what
sort of a government will China
have? Will she stick to the five-
yuan system, or will she adopt the
parliamentary form of govern-
ment? The leaders here frankly
admit that they do not know, and
the question is too remote just
now to interest the general public.

MR. H. G. WELLS SUED.

Toronto, Oct. 4.
On the application of counsel for
Mr. H. G. Wells, the manuscript of
his "Outline of History," which has
been here for the past two years
in connexion with a suit for dam-
ages by Miss Florence Deeks, an
author, of Toronto, against Mr.
H. G. Wells, has been ordered by
the Court to be placed in a fireproof
strong box, accessible only to the
solicitors involved in the suit. The
manuscript is valued at many thou-
sands of dollars, and has hitherto
been kept in the ordinary Court
files.

Miss Deeks is suing Mr. H. G.
Wells for 100,000 dollars, as she
claims that Mr. Wells plagiarised
her work, "The Web."

Suicide is suggested by the police
in connexion with the discovery,
yesterday, of the decomposed re-
mains of a Chinese swinging from
a tree on the hillside to the east of
the village of Sun Tsung, Shantung
district. The man has not been
identified.

CO-EDUCATION IN CHINA.

AMERICAN OPPOSES
PROPOSAL.

CITES OBJECTIONS TO
THE SYSTEM.

EDUCATION SUFFERS.

A spirited criticism of the
proposal to introduce the co-
educational system into Chinese
schools is addressed to the
Telegraph by Mr. Charles Hooper,
of Coeur d'Alene, Idaho, U.S.A.,
who writes us as follows under
date of September 26th:

An Associated Press dispatch
from Shanghai states that Nan-
king's National Educational Con-
ference opposes a demand of the
Amalgamated Committee for the
upholding of Women's Rights for
the introduction of the co-educational
system into Chinese scholas-
tic institutions.

I heartily sustain the opposition
to co-education. The co-educational
system is undoubtedly a
wrong one. Here in America this
system has been in vogue for some
time; and while there are many
colleges and scholastic institutions
that admit only one sex, male or
female, I suppose that the large
majority of such institutions in my
country, especially the public in-
stitutions, are co-educational.

Wrong System.

My own observations of this
system, and my reflections concern-
ing it, convince me that it is a
wrong system, and that many evils
follow in its train. Young people
under this system are thrown
together at a time of life when
they should be largely segregated
from each other. It is well known,
or ought to be well known, that in
early life sexual passion out-
weighs the reasoning faculties, and
exercises a preponderating in-
fluence over those wise and salutary
judgments that should operate
in the proper and beneficial re-
lationships between the sexes.
Three great evils spring from
co-education. First, actual im-
morality in cases where the rush
and sweep of sexual passion, so
much stronger in early youth
than at other periods of life,
break the dams of religion, moral-
ity, reason, and prudence, and
cause the ruin and devastation of
lives. When young people of
opposite sexes are thrown con-
stantly together, passion has abun-
dant fuel to feed upon. This
situation should not exist, for in
youth habits of self-control have
not yet been formed.

Another Objection.

The second great evil of this
system is a breaking down and
transmission of sex characteris-
tics. Through constant associa-
tion the young men inevitably
lose something of their manly
strength and manly characteris-
tics, and the young women some-
thing of their feminine gentleness,
graces, and modesty. Youth is an
imitative period of life, and it is
natural for boys and girls, or for
young men and young women, who
are constantly together, to imitate
each other's characteristics. Con-
sciously or unconsciously they
will imitate each other, and thus
lose somewhat of their own proper
sex characteristics.

Boys who are educated and
trained with boys and who have
male supervision are manlier than
those boys who are constantly sur-
rounded by females; and girls who
are brought up with girls and who
have female supervision have
more modesty and feminine graces
than those girls who are constan-
tly surrounded by males.

Distracts Attention.

The third great evil of co-education
is the injury it causes to
education. It distracts the young
people's attention from study.
Boys and girls who study together
in the same classrooms all day are
more interested in each other than
in their studies. Their thoughts
are constantly going out to each
other, to the detriment of their
studies. I think that boys ex-
perience this distraction more
than girls do; and this situation
is bad for the welfare of the race
depends more upon educated men
than upon educated women.

But how can boys concentrate
their minds upon their books
when they are in the midst of
greater attractions that girls
offer? Let us not consider this
matter lightly or humorously.
The future welfare of the race
depends upon the proper training
of the young. Away from girls
and by themselves, boys study
better. "Out of sight, out of
mind."

Nature itself works against this
system of co-education; for I have
seen boys and girls who, although
they sat and worked together in
their classrooms, separated of

LOST SPORTSMEN DEMENTED.

STALKING EACH OTHER
WITH RIFLES.

NAKED IN THE DESERT.

Cairo, Oct. 5.
A story that fiction could barely
outrival is revealed by the drama-
tic discovery of the missing sports-
men in the desert by an R.A.F.
plane to-day.

The party consisted of Ibrahim
Bey Fued, an official of the Egyp-
tian Royal Household, Signor Gino
Cristiani, an Italian, a dragoman
or guide, and a chuffour. They
only took one day's water and food
when they set out on Saturday.

The machine was searching
about 15 miles south-west of Fa-
youm, and was flying very low
when a man was observed clad in
a shirt and signalling with a hand-
kerchief tied to a rifle.

The airmen landed and found
the man demented.

The other two survivors were
discovered in an adjacent cave,
both naked, and when the airmen
entered the cave the men were
actually stalking one another with
rifles.

All of them were in a pitiable
condition. Saline injections were
given to them on the spot, and they
were removed on stretchers to the
aeroplane and taken to the Heli-
opolis Aerodrome, where their re-
latives were later fetched.

The survivors could not give
any indication of their where-
abouts. Their motor-car has so
far not been discovered. The con-
dition of the men is at present
such that they can give no
coherent account of their mis-
adventures.

A curious fact is that the men
were discovered in a cave on
Gebel Gehenna, which means Hell's
Hill.—Reuter.

NOTED INDIAN'S DEATH.

MEMBER OF VICEROY'S
COUNCIL.

Calcutta, Oct. 26.
The death is announced of the
Hon. Satish Ranjan Das, the well-
known Indian barrister and Law
Member of the Viceroy's Council.
—Reuter.

[The deceased, who was born in
1872, was educated at the Univer-
sity College School, London, and
the Manchester Grammar School.
He was called to the Bar at the
Middle Temple in 1894, in which
year he became advocate of the
Calcutta High Court. He was
standing counsel for the Govern-
ment of India in 1917 and Advoca-
te-General for Bengal in 1922.
Since 1925 he has been a member
of the Governor-General's Execu-
tive Council.]

KOWLOON RESIDENT ROBBED.

COOLIE SUSPECTED OF
TAKING \$700.

The honesty of a house-servant
is questioned in a report which
the police received from Mr. Talmon,
of No. 3 Armad Buildings, Kow-
loon, in regard to the theft of a
sum of \$700, from a locked drawer
in his bedroom.

The money was found to be
missing yesterday morning from a
wardrobe in which Mr. Talmon
kept his money and other valu-
ables. A house-coolie who had
access to the bedroom, was mis-
sing, after the robbery, and he is
suspected of being the guilty party.

Mr. D. J. Lewis, Mr. Wong Tak-
kwong and Mr. Sum Pak-ming
have been appointed members of
the Court of the University of
Hongkong for a period of three
years.

The Government is inviting ten-
ders for the construction of an ap-
proach road to the War Memorial
Hospital at Mount Kellett.
The contract comprises the widen-
ing of the existing path on the East
side of the Mount Kellett from
Stubbs Road to "Lundleigh" to 20
feet with all necessary retaining
wall, drainage and other contingent
work.

their own volition in their recess
periods, the boys playing with the
boys, and the girls playing with
the girls.

Youth is the time for study and
preparation for future life work.
Boys and girls should study and
play apart from each other, or
largely apart from each other.
This is the only way in which
they can receive a proper, thorough
education and training for life's
duties and responsibilities. Sex
dalliance and philandering prevent
this training.

STUDENT PRINCE

IN OLD HEIDELBERG



Novarro, the great Star of
"Ben Hur" as the gallant
Prince who loved a peasant
maid. Norma Shearer as the
peasant girl who snatched one
glorious moment of love!

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You'll cheer at the exciting scenes in this extra-
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Continuous 2.30 to 11.15